

MASON'S
DELICIOUS
O.K.
SAUCE.


Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

Managing Director

"Your Eyes Are With Us"



N. LAZARUS,
Hong Kong's Only European Optician
(Established Over Forty Years)
Manager: RALPH A. COOPER, R.C.O.S.
Registered Optician by Canadian
Govt. Exam.
(Personal Attention)

No. 21,868 號捌拾陸百捌仟壹萬式第 日壹初月柒辰戊 HONG KONG, WEDNESDAY, AUGUST 15th, 1928. 叁拜禮 日伍拾月捌年八廿百九仟壹英 PRICE: \$3. PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	O															
	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	
Kowloon ...Dep.	8.40	8.08	8.80	9.10	10.00	12.15	1.15	2.35	8.00	4.30	5.43	7.30				
Yennatui ...Dep.	8.40			9.20	10.08	12.24	1.24			4.38	5.50	7.38				
Shatin ...Dep.	7.01			8.23	10.20	12.25	1.25			4.30	6.03	7.50				
WaiPoMarket ...Dep.	7.15			8.43	10.33	12.48	1.47			5.04	6.15	8.03				
WaiPoMarket ...Dep.	7.20			8.58	10.57	12.53	1.51			5.09	6.19	8.07				
Fanning ...Dep.	7.30			10.06	10.47	1.03	2.01			5.18	5.88	8.17				
Shumchui ...Dep.	7.35		9.07	10.10	10.53	1.08	2.06	3.14		5.23	5.53	8.21				
Shumchui ...Arr.	7.41	8.43	9.13	10.15	10.58	1.14	2.13	3.20	8.40	5.39	6.41	8.37				
Canton ...Arr.		12.40		5.38					7.26							



JUST ARRIVED A SHIPMENT OF TUBORG BEER

Purveyors to
The Royal Danish Court.
The most popular Danish Beer
on the Market.

6 doz. ptes.\$21.40 duty paid.
4 doz. qts.\$23.20 duty paid.

Sole Agents

GANDE, PRICE & CO., LTD.,
Wine and Spirit Merchants.

St. George's Buildings, No. 2, Ice House Street,
Tel. Central No. 135. Hong Kong



Have Your Frigidaire Now

Benefit by its economy
as you pay for it

IT'S so easy to have Frigidaire. A visit to our show-room, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply. All your foods will be better kept. You will have plenty of ice cubes for table use. You'll wonder how you ever got along without Frigidaire.

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy.

Call or 'phone for a demonstration.

FRIGIDAIRE

Product of
GENERAL MOTORS

DEMONSTRATION MODELS ON VIEW AT
OUR OFFICES AND AT

THE HONG KONG ELECTRIC CO.'S SHOWROOM.

DODWELL & CO., LTD.

SOLE DISTRIBUTORS FOR HONG KONG AND S. CHINA.

'PHONE C. 1030.

MACHINERY DEPT.



Fragrant
as fresh
flowers

The delicate
perfume of

"HAZELINE" SNOW

**"HAZELINE"
ROSE FROST**

when a touch of
colour is needed

is the first appeal to
the woman of taste.

Its magic effect in
improving the complexion makes her a
regular user.

Both in glass jars—All Chemists and Stores

BURROUGHS WELLCOME CO.
(INCORPORATED IN THE UNITED STATES OF AMERICA)
LONDON AND SHANGHAI

MODERN IDEAS AND OLD FASHIONED THEOLOGY.

INDIVIDUAL FREEDOM AND ORIGINAL SIN.

[By THE REV. C. A. ALINGTON, D.D., HEADMASTER OF ETON.]

The Bampton Lectures which are annually delivered at Oxford do not as a rule appeal to a large audience. But the Bampton Lectures, recently published by Professor N. P. Williams, deal with a subject in which the average man does take an interest, for they are concerned with the problems of the Fall and Original Sin.

The average Englishman takes an interest in these subjects, but his interest is apt to be either of a rather morbid or (more commonly) of a rather contemptuous kind. He may feel constrained to accept what he understands to be the belief of the Church on the subject, and consider himself bound to believe that the whole human race was in some mysterious way responsible for the sin of Adam and inherits a guilt which can only be removed in some equally mysterious manner, and for this attitude he will find abundant justification in some of the Articles of the Church and in some of the phrases of the Baptismal Service.

More probably he will tend to regard the whole matter as having been exploded by the discoveries of science. The story of the Fall in Genesis he knows to be unhistorical, and, believing that to be the foundation of the whole doctrine of Original Sin, he dismisses it as one of the religious absurdities from which he is glad to be freed.

"Misinterpretation."

To both of these classes Professor Williams' book will come as a surprise. The former will learn that, in the opinion of a most orthodox theologian, the doctrine of Original Sin, due to Adam's transgression, has no Catholic authority, but is due to a definite misinterpretation of Scripture, enforced for a time by the great authority of St. Augustine, but never accepted by the Church as a whole; the latter will find that the story of the Fall is only one among many attempts to account for the undoubted fact of the sinfulness of the human race, and that he by no means gets rid of the problem, nor of the need to find a solution, by dismissing the story of Genesis as legend.

The almost complete absence of any reference to Adam in the later books of the Old Testament is enough to show that the Jews did not regard his fault as the crucial event in human history, and, in fact, the word Fall is never used to describe it before the fourth century.

The earliest Christian writers were very far from taking the view, which science has so rightly condemned, that our first parents were gifted with great qualities of intellect and character. They regard our fallen man as an imperfect, undeveloped, and infantile creature, having indeed great possibilities, "a starting point for progress," possessed of innocence but not of virtue; by no means that being of supernatural perfection and splendour which later ages delighted to depict, thereby heightening the horrors of his fault and its consequences.

A Grievous Loss.

The Christian religion suffered a grievous loss when its interpretation passed out of the hands of the Greeks into those of the Latins. The Romans were indeed a wonderful race, but they were completely lacking in imagination and in humour, and it may fairly be maintained that the absence of these two qualities is a fatal barrier to the comprehension of religion.

The most valuable part of Dr. Williams' valuable book is that in which he traces the rise and fall of the doctrines of St. Augustine, the most remarkable of all the successors of St. Paul. It is true that he, like his predecessor Tertullian, was an African, and not a pure Roman, but both of them were lawyers, and both of them brought to bear on the fluid Christian doctrine those legal instincts and those legal limitations which we regard as characteristic of the Roman. The mere fact that Augustine discussed at length, and with the gloomiest assurance, the certainty of the damnation of unbaptised infants shows how far he had travelled from the spirit of the Galilean Master or of those who interpreted Him to the Greek world.

The results of the domination of Augustine can be traced in all the formularies of the Reformed Churches, for Luther, like Augustine, had undergone a sudden conversion, and felt, like him, the need of emphasising the grace of God in saving the sinner—and how could this better be done than by exaggerating the enormity of the sin from which man had to be saved? Hence come all those assertions of the utter depravity of man which make such terrible reading.

One specimen will suffice, from the Formulary of Concord, one of the official documents of the Lutheran Church: "They also are repudiated and rejected who say that from his natural birth man still has remaining something of good, however little, minute, scanty and attenuated this may be." It was this kind of teaching which, as Dr. Williams says, is well summed up in the gloomy aphorism of the Spanish dramatist Calderon: "The greatest crime of man is that ever he was born."

"Horrid Propositions."

But the important point which these lectures emphasise is that this teaching was never accepted by the Church universally or without protest. The East never accepted it, and in England, for instance, the great Jeremy Taylor stated the case for human freedom and Divine justice in words which can hardly be bettered:

And truly, my Lord, to say that for Adam's sin it is just in God to condemn infants to the eternal flames of Hell, and to say that the consequences of natural inclinations before they pass into any act would bring eternal damnation from God's presence, into the eternal portion of devils, are two such horrid propositions that if any Church in the world should expressly affirm them, I, for my part, should think it unlawful to communicate with her in the defence or provision of either, and to think it would be the greatest temptation in the world to make men not to love God, of Whom men so easily speak such horrid things.

It cannot be denied that the Articles of the Church of England breathe more of the spirit of Augustine than of Jeremy Taylor; but it must be remembered that they date from an age in which Augustinianism was taken for granted by Protestants and Catholics alike, that they have no binding force on the laity, and that the obligations imposed by them on the clergy were deliberately relaxed a generation ago by the joint action of Church and State.

The Baptismal Service in our present Prayer Book stands in a curious position: whereas in the earliest times adult baptism was the rule and infant baptism the exception, our Prayer Book reverses the position and applies to infants the language originally appropriate to adults with a slight, or at least an unobtrusive, past behind them. At first sight its language seems to suggest that in fact baptism was thought necessary because of the guilt under which unbaptised infants lay; but as a matter of history it was the practice of infant baptism, adopted for other reasons, which encouraged the idea of original guilt.

The Ordinary Man's View.

The result is that some of the phrases in our present service undoubtedly seem to attach a "magical force" to the ceremony, and those who wish to attack the Sacraments on that ground would find more justification there than elsewhere for their charges. The new Prayer Book, among its other blessings, would have removed this stumbling block from the path of the faithful.

It cannot be claimed that Dr. Williams succeeds where so many before him have failed in reconciling human frailty with that firm belief in the Almighty Power and Goodness of God which we inherit from the Jews. The explanation which he offers is, as he himself says, "transcendental and incomprehensible."

The ordinary man will be satisfied to say that, while he cannot presume to judge of the reasons for which the world and man were made, it is abundantly plain that there could be no conceivable reason for creating men without freedom, and that freedom of the will is an absurdity unless it carries with it the possibility of sin, with all its disastrous consequences.

COCKTAILS.

HOW TO MIX AND SWALLOW THEM.

[By A. PROFESSIONAL MIXER.]

WANTED:—An American barmaid to take charge of bar in first-class West-end hotel.
An experienced American barmaid wanted for large West-end restaurant, must be a good cocktail mixer.
Adverts. in London newspapers.

Shades of Broadway! In all my 25 years' experience I have never heard of an American barmaid, and I have worked the United States from New York to California. Women were not only not allowed behind the bars; they were not even supplied in the bars, but had to enter a room or lounge a little distance from the bar.

First-class bartenders received before the war from £30 to £40 a month, according to their abilities. They were real mixologists and two-handed shakers, that is to say, they could take one shaker in the right hand and another shaker in the left hand and shake vigorously. And they all used two-piece shakers, consisting of a heavy mixing-glass and metal shaker to cover it—not the simple shaker as used in nearly all the American bars of London to-day. These were made simply for private home use. Does a barber use a safety razor? No! Then why use a safety shaker in which, without actual measurement, it is impossible to guess the quantity of liquid.

And the prices of cocktails here in London surely knock you cold. I met a friend from the United States a few weeks ago, and after the usual greeting, he said, "How about a little drink?"

"Right," I said, "but none of your London cocktails for me." So he said, "I can take you to a place where we can get the finest gin and mixed vermouth in London."

He took me to a saloon off Holborn which was about ten minutes' walk from where we met. We were served by the proprietor himself, who handed us the wine glasses holding about 2oz. each, the gin bottle and two bottles of vermouth (French and Italian), and we fixed them ourselves, for which we were charged 1s. for each glass. Now compare this with some of the filthy concoctions which are called cocktails at leading hotels and restaurants, and never sold for less than 1s. 6d. or 2s.

Then again, why are cocktail parties so popular? And why are they held in private, and not in public rooms? I should say that the question practically answers itself. It is poor mixing, combined with over-charging. Cheap labour is and always will be bad labour.

A first-class bartender mixes his drinks with as much care and precision as a chemist. The ingredients are not thrown together, as is customary in most places to-day, with the result that it is practically impossible to repeat the same concoction.

The correct way to drink and appreciate a good cocktail is to consume it in either one or two sips, not to sip it, or draw it through a straw, as they do in Paris.

"I cannot conceive anything more sickly than a half-warm cocktail. They seem to take a delight in serving cocktails in this style in most cabarets and dancing places. If you look around you will see half consumed drinks in cocktail glasses on most of the tables, and in an atmosphere like an oven. I maintain that in preparing a cocktail plenty of ice should be used in shaker or glass. A cocktail served at its best is quite mild and stimulating and should go down as smooth as silk."

£3,000,000 CLAIMS.

GOVERNMENT URGED TO
HELP IRISH LOYALISTS.

LONDON, July 21st.
It was announced last night that at a meeting of the Irish Claims Compensation Association, held at Caxton Hall, Westminster, it was revealed that a committee had registered 2,000 claims from Irish loyalists for compensation, representing a total of £3,000,000.

A resolution was proposed by Mr. O. Neville Clark, seconded by Lord Headley, and carried unanimously, "urging the Government to make an immediate payment of the remaining 40 per cent. (of the amount awarded) and protesting against the 'whittling-down' of the Dundee report by depriving claimants within the Criminal Injury Acts of full compensation in their cases, in order to provide funds for the payment of compensation in the boycotting cases."

GLAND LABEL ACTION.

COURT PILGRIMAGE TO
REJUVENATED RAM.

CONSTANTINOPLE.

A libel action has been opened against the Constantinople newspaper *Akham* by a Turkish doctor, Redjet Sabit Bey, for the statement that a rejuvenation operation performed by him on an aged ram was unsuccessful and ruined the animal.

Yesterday a pilgrimage to the ram's quarters was made by the judge, accompanied by the court usher, the plaintiff, the principal of a veterinary college, and several university professors.

After the formal identification of the ram it was examined. A report was drawn up confirming the doctor's statement that the animal was in flourishing condition and that it showed no signs of inflammation.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 14th, 1928.

H.K. Banks\$1,230 nom.
Do. London\$1,380 nom.
Chartered Bank\$221 buy.
Maritime Bank, A.S.\$230 nom.
Do. O.\$214 nom.
P. & O. Bank\$291 nom.
East Asia Bank\$75 buy.
Canton Insurance\$465 buy.
Union Insurance\$355 buy, \$354 ss.
North China Ins.\$148 buy.
Yongtau Insurance\$350 nom.
China Underwriters\$34 buy.
China Fire Insurance\$245 buy.
Hong Kong Fire Ins.\$750 buy.
Donghai\$384 no. l.
H.K. Steamship\$471 buy.
H.K. Tugs\$42 nom.
Indo-China (Fr.)\$35 buy.
Do. (Def.)\$70 nom.
Shanghai Insurance\$100 nom.
Waterworks\$204 buy, 204 ss.
Bonguets\$32 buy.
Kaiming Mining\$87 buy, 60/ ss.

Langkate (combined)\$11 ss.
Do. (angle)\$11 ss.
Shan. Explorations\$245 nom.
Shanghai Loans\$34 nom.
Rangoon\$44 buy.
Trans. Indus.\$176 nom.
B.K. & W. Docks\$136 ss.
B.K. & W. Docks\$33 ss.
China Provident\$410 buy, 41 ss.
Hongkong\$156 nom.
New Engineering\$11 ss.
Shanghai Docks\$110 nom.
Ewo Cottons\$54 buy.
Oriental Cottons\$240 buy.
Shan. Cottons (old)\$14 nom.
Do. (new)\$17 nom.

H.K. Hotels\$350 ss.
H.K. Lands\$713 buy, 67 ss.
Shanghai Land\$128 buy.
Humphreys Estate\$1425 buy, 141 ss.
H.K. Realities\$71 buy.
H.K. Tramways\$24.90 buy.
Peak Tram (old)\$13 buy.
Do. (new)\$3 ss.
Star Ferries\$244 buy.
China Light (old)\$110 buy, 11.90 ss.
Do. (new)\$11.65 buy.
Do. (1928 issue)\$11.40 buy.
H.K. Electric (old)\$404 buy, 41 ss.
Do. (new)\$491 buy, 49 1/4 ss.

Macao Electric\$362 buy.
Telephones\$620 buy, 62 ss.
China Suez\$11 buy.
Singapore Tractors\$108 buy.
Do. (Fr.)\$176 buy.
China Sugars\$32 ss.
Malacca Sugars\$244 nom.
Canton Ice\$70 ss.
Cement (combined)\$9.40 ss.
Do. (old)\$3 ss.
Do. (new)\$11 ss.
H.K. Ropes (old)\$30.50 nom.
Do. (new)\$30 nom.

United Asbestos\$5 ss.
Dairy Farms\$21.40 buy.
Watsons\$142 buy.
Der A. Wings\$0.50 buy.
Lena C. Goods\$2 ss.
Mackintosh\$20 nom.
Sincere\$40 buy.
Wm. Powells\$2.10 buy.
H.K. Amusements\$263 buy.
H.K. Constructions\$1.40 nom.
H.K. Indus. G.Bonds63% nom.
H.K. Govt. Loans6% prem. buy.
buy—buyers; ss.—sellers; ss.—sales nom.—nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 13th.

Paris124.95
Brussels34.90
Amsterdam12.10 1/2
Berlin20.39
Copenhagen18.19
Vienna24.405
Helsingfors183
Lisbon21
Bucharest78 1/2
Buenos Aires47.7/18
Shanghai2/7 1/2
Yokohama1/10.9/32
New York4.85.13/32
Geneva23.22
Milan22.80
Stockholm18.13
Oslo18.19
Prague22.085
Madrid275
Athens275
Rio6.59/32
Bombay7/6.5/16
Hong Kong2/0 1/2
Silver, spot & forward 27 1/2



W. & A. JACOB & Co., Ltd.,
DUBLIN, IRELAND.

JACOBS

Cream Crackers

Light, Delicious
and Appetising.

Ideal for the
Hot weather.



Vichy Celestins
Natural
Mineral Water

from the famous Celestins
spring, is a very pleasant
corrective for gastric
troubles and liver dis-
orders.

It gives zest to the appetite
and helps one to enjoy the
pleasures of the table.

VICHY CELESTINS

Obtainable at Hotels, Clubs,
Chemists and Stores,
or from the

Sole Agents:

The French Store
Beaconsfield Arcade.



Why not have the
cooling comfort
of a

Westinghouse Electric

Fan?

Reiss, Massey & Co., Ltd.

See Distributors

For Hong Kong and

SOUTH CHINA.

Westinghouse

KELVINATOR

AUTOMATIC ELECTRIC REFRIGERATORS

Shipment of New Models
Just Received

INSPECTION INVITED

REISS, MASSEY & CO., LTD.

EXCHANGE BUILDING

(4TH FLOOR)

TELEPHONE:—CENTRAL 673.

鮮人莫不飲食也
能知味也

"There is nobody but eats
and drinks. But there are
few who can distinguish flavours"

Take the pleasantest path to
health and vigour. HORLICK'S,
the original MALTED MILK, is
not only a perfect food—it is
a most delightful and refreshing
drink.

The flavour and aroma is most ap-
petising; it is enjoyed by young and
old, infants and invalids. Easily made
—with hot or cold water—HORLICK'S
is the pleasantest health giver obtain-
able.

HORLICK'S
THE ORIGINAL
MALTED MILK
IN 4 SIZES
AT ALL CHEMISTS & GROCERS

Representative—Mr. H. M. HODGES, P.O. Box 3711, Shanghai.

Have a glass of
ASAHI BEER

it cheers & invigorates



Sole Agents:—

MITSUI BUSSAN KAISHA LTD
HONG KONG.

DEAD SEA RICHES.

WHO WILL GET THE
CONCESSION?

RIVAL INTERESTS IN THE
FIELD.

Apart from one or two debates
in the House of Lords and sporadic
questions in the House of Commons,
singularly little attention has been
drawn to the far-reaching issues
raised by the grant of a concession
for the exploitation of the chemical
deposits in the Dead Sea.

From every angle the projects
which the Colonial Office has for
years past been considering in-
volve questions of the highest public
interest. First and foremost, there
prevents itself the possibility of a
vast addition to the world's supply
of certain chemical products, not-
ably potash, necessary for agricul-
ture throughout the world and at
present controlled almost exclusi-
vely by German and Alsatian groups
working in co-operation. Secondly,
there are issues arising out of the
special position of Palestine and
Transjordan (between which the
Dead Sea lies as Mandate areas
over which the League of Nations
holds some ultimate responsibility).

Thirdly, there are the rival in-
terests of Jews and Arabs in these
countries, a factor of particular im-
portance in view of the official an-
nouncement made more than once
in both Houses of Parliament that
it has been provisionally decided
to grant the concession to a group
in which the chief figure is a lead-
ing member of the Zionist organi-
sation in Palestine. In that con-
nection special interest attaches to
the dual position of Lord Melchett
(Sir Alfred Mond) as a treasurer
of the Zionist organisation and
chairman of Imperial Chemical
Industries, which could not fail to
be directly concerned in the pros-
pect of a vast addition to the
world's chemical resources. Finally,
to the ordinary man there cannot
but be a certain fascination in pro-
jects for the exploitation of an area
so intimately familiar through
Biblical narratives.

The Main Issues.

At attempt to express in even the
most approximate figures the value
of the Dead Sea salts is largely
futile. No serious investigations
could be undertaken till Allenby
brought Palestine under the British
flag, for under Turkish rule any
commercial enterprise in that region
was sternly discouraged. What is
known definitely is that the salts
the Jordan has been washing down
for centuries into a lake whose
waters have no outlet except by
evaporation, have remained in rich
deposits which can certainly be ex-
tracted and marketed on a profit-
able commercial basis. The prin-
cipal substances are potash, mag-
nesium, and bromine, and on these
by far the most important is potash,
an indispensable fertiliser, of which
the world's existing supplies are
unequal to the world's existing
needs. Consumption, at any rate,
would certainly increase substan-
tially if the price were brought
down by an increase of the world's
supply, unless—and in that con-
nection serious concern was ex-
pressed in one of the House of Lords
debates—the Dead Sea potash, when
once the enterprise for extracting
it takes shape, should be some
understanding of the cartel type be
worked in such relationship with
existing concerns in Germany as to
maintain prices artificially at their
present level.

These broader issues are intrin-
sically more important than the
immediate question of who is to get
the actual concession and on what
terms. Clearly there the Palestine
and Transjordanian Government,
while, if the project develops in ac-
cordance with reasonable expecta-
tions, will thus have at command a
revenue comparable to that which
Chili has long enjoyed from the
taxes on her nitrate.

Three Groups in The Field.

The story of the applications
from would-be concessionaires and
their handling by the Colonial
Office is long and at some points
controversial. Certain of the ap-
plicants, at one time rivals, have
joined forces, and there appear to
be now in the field only three
groups—one comprising a part-
nership between Mr. Moses Novo-
meysky, a Russian Jew now
domesticated in Palestine, and Major
Tulloch; the second in which Lord
Inverforth is understood to figure
largely, represented by a well-
known firm of chartered account-
ants; and the third mentioned in
the House of Lords as consisting
of Mr. Maitland Edwards and
Major Henry.

This latter group claims to have
acquired a valid pre-war Turkish
Concession and is understood to
have parted with much of its in-
terest to a French syndicate, a fact
which might enable the question to
be raised internationally if the
Colonial Office declared against
this claim and awarded the Con-
cession elsewhere. That, indeed, is
precisely what the Colonial Office
(Continued on next Column).

CLINIC CURE FOR NAUGHTINESS.

HOW THE PSYCHIATRIST
WORKS.

SCHOOL AND HOME
CHANGES.

A LONDON, SCHEME.

In view of the Child Guidance
Clinic—which the L.C.C. proposes
to establish, three organisers of
children's care work are going for
a year for special training at the
New York School of Social Work.
Another organiser is to have three
or four months' training in prac-
tical work at a child guidance
clinic in America.

These clinics aim at discovering
the causes which influence the per-
sistently troublesome or delinquent
child, whether at home or at school,
and finding remedies for them.

The work at a clinic is carried
on in this way:

The case having been accepted
for study by the Chief of Social
Service, the parent is called up
and is interviewed by an investi-
gator of social conditions, who is
called a "psychiatric social
worker." She finds out the family
history and studies closely the per-
sonality of the people with whom
the child comes in contact, and
considers their effect upon him.

She visits the home and sees as
many other members of the family
as possible. She interviews the
school teacher and obtains the
Juvenile Court record if there is
one.

Achievement Test.

About three weeks are given to
these inquiries, then a day and a
half are spent in examining the
child. He is given an "achieve-
ment test," which is a test of his
right class at school; psychological
tests are set, and every other pos-
sible point revealed in an inter-
view with the psychiatrist.

Next a staff conference is held at
which the clinic officers who have
seen the child, students, the school
teacher, and any other interested
person may be present. This con-
ference is regarded as a valuable
means of training the social
workers in the principles of child
guidance, for not only is the ac-
cumulated evidence concerning the
child considered, but comments are
made upon it by the director, and
a plan of treatment drawn up.

The carrying out of the treat-
ment is largely in the hands of the
psychiatric worker, who explains
the situation to the family and
suggests changes in attitude and
treatment. She keeps in touch
with the child also, and tries to
make him understand the causes of
his own failure and they way to
co-operate in effecting an improve-
ment.

The treatment sometimes in-
cludes a change of school and oc-
casional change of home, ade-
quate recreation is arranged, and
sometimes a visit to a summer
camp.

has done, that Mr. Novomeysky
and Major Tulloch are the favour-
ed claimants, provided they can
give certain guarantees as to their
ability to carry through the pro-
ject of a successful commercial
scale. It appears to be on this
point, that the actual grant of the
concession is hanging fire.

World Price Of Potash.

The first tenders were called for
as long ago as 1925, but none pre-
sented in that year was found satis-
factory. Amended tenders were
received in 1926, and somewhere
about April, 1927, the Colonial
Office decided in favour of the
Novomeysky-Tulloch application.
The grant, however, has appar-
ently still not been made definitive,
and the rival claimants are still
pressing their interests in differ-
ent ways, partly through friends
in both Houses of Parliament,
a heavy fire having been directed,
in the Lords especially, against the
Government's last time the ques-
tion was debated.

But what matters to the world
is not who gets the concession, but
whether, as a result of the grant
of it to one applicant or another
agriculture gets the potash, and
gets it at a figure below the world-
price now prevailing. Before that
can happen several problems will
have to be solved, notably that of
labour and transport. The Dead
Sea is less than fifty miles from
the Mediterranean, but it lies 1,300
feet below the sea-board and rail-
way construction over singularly
difficult country will be needed.
Labour, moreover, will present
serious difficulties, not only because
no adequate supply exists in the
neighbourhood, but because the
whole district is malarial, and
unless that scourge can be over-
come, the workmen will have to be
moved from the valley to the hills
each night.

But such problems will, no doubt,
be conquered, and there seems
every prospect that before many
years have passed an area barren
and desolate throughout human
history will be the centre of an
industrial enterprise of world-wide
importance. (London Observer.)

NO WATER FOR 60 HOURS.

ENGLISH TOWN'S DISTRESS.

MEN GO UNWASHED TO
OFFICES.

LONDON, Saturday, July 14th.
Although the burst 42-inch water
main at Hampton Wick waterworks
was reported to have been re-
paired on Thursday night, many people
in the Anerley and Penge districts
of South London were still without
water last night.

It was then two and a half days
since the water supply was cut off
in these highly populated districts,
and residents complained bitterly of
the discomfort which they were
undergoing.

Not only had they no water for
drinking and cleaning purposes, but
the breakdown also caused many
other inconveniences. Many men
went to the City yesterday morning
unwashed.

Throughout the day a stream of
men, women, and children went to
the dye works of Messrs. John
Hood, in Ravenscroft-road, Anerley,
where a good supply was available
from an artesian well.

People in motor-cars took jugs of
water away with them, while other
people loaded buckets and cans on
wheel barrows. Many people filled
kettles, pails, china hand-bowls and
tin baths.

Shaved In Egg Water.

A woman, living in Chesham-
crescent, Anerley, told a *Daily
Mail* reporter that while she had
had no water since Wednesday
morning a neighbour two doors
away had hardly had her water
supply interrupted at all. "My
husband went to work unwashed
this morning," she added, "and
yesterday he shaved himself in
water in which I had boiled eggs."

One question people asked was,
why water from other districts had
not been made available for their
use.

Fire Hydrants Unscrewed.

Some people yesterday unscrewed
fire hydrants in the Beckenham area
and obtained a quantity of water.
They were, however, unable to
screw the caps on again, and much
water was wasted in the road.

Over a large part of the area the
supply was restored yesterday morn-
ing. One Penge man knew of it
when a cistern overflowed through
his bedroom ceiling.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C.
WOLFE, C.M.G., CAPTAIN SUPER-
INTENDENT OF POLICE.]

Police Training School.

The weekly classes for Police
Reservists, at the Police Training
School, Kowloon, will be held on
Tuesdays, August 14th and August
21st at 6 p.m. sharp. All members
of the Chinese and Indian Com-
panies, and of the Flying Squad who
have not yet passed Part II. of
Training Course must attend.

Squad Drill.

All recruits of the Chinese and
Indian Companies, and of the Flying
Squad will parade at Central Police
Station on Thursday, August 16th,
at 5.30 p.m. sharp for Squad Drill
under Sergt. Condop. Dress:
Multi.

Chinese Company.

All advanced men of the Chinese
Company will attend at the Central
Police Station on Thursday, August
16th, at 5.30 p.m. sharp for Rifle
Exercises. Extended Order and
Baton Drill under Sergt. Condop.
Dress: Multi, rifle, belt, side arms
and truncheon to be carried.

Indian Company.

The Hon. Captain Superintendent
of Police has approved of the fol-
lowing promotions in the Indian Com-
pany (on probation) with effect
from August 10th:

Crown Sergeant R219 Badan Singh
to be Sub-Inspector vice S.I.
Khawas Khan resigned.

Lance-Sergeant R217 Feroz Ali to
be Crown Sergeant.

Constable R202 Mohamed Abdul-
lah to be Lance Sergeant.

Flying Squad.

The weekly instructional patrol
of the Kowloon Section will take
place on Tuesday, August 14th.
Fall in at the Tsimtsatui Fire
Brigade Station at 7.30 p.m. sharp.
Dress: Khaki uniform.

The weekly instructional patrol of
the Hong Kong Section will take
place on Thursday, August 16th.
Fall in at the Central Police Station
at 5.15 p.m. sharp. Dress: Khaki
uniform.

Sharpshooters' Company.

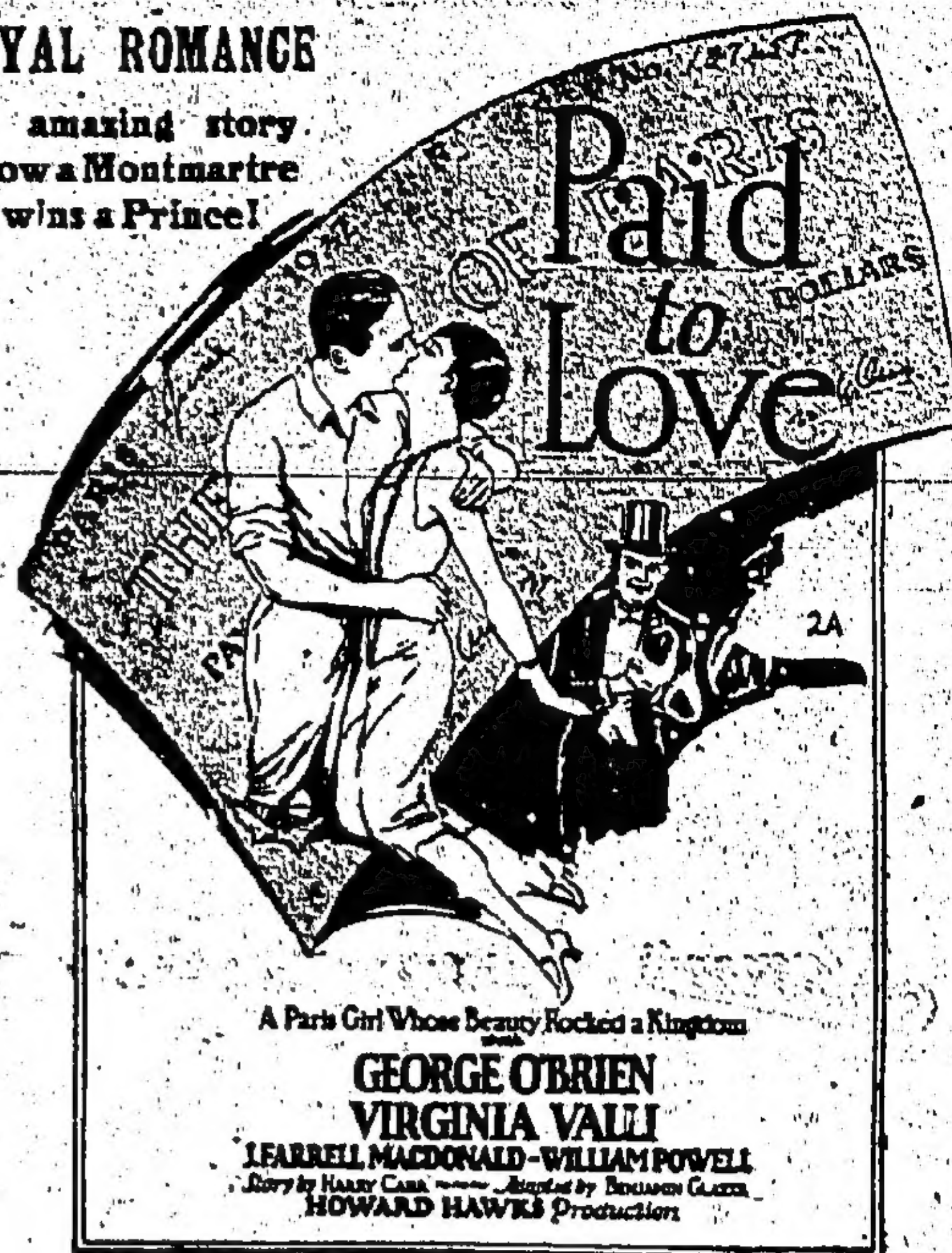
The regular monthly revolver
practice will take place on Kennedy
Road Range on Sunday, August
26th, at 10 a.m. Members will be
assembled on the range with belts,
holsters and revolvers. Uniform
optional.

(Sgd.) W. KERR, A.S.P.,
Adjutant.

Hong Kong, August 14th, 1928.

ROYAL ROMANCE

The amazing story
of how a Montmartre
girl wins a Prince!



AT THE

QUEEN'S

FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

Load laughs run riot in this amusing picture of a modern young Miss and
her adventures of the heart!



AT THE

WORLD

FINAL SHOWINGS TO-DAY

Orchestra Interpreter
5.15 & 9.20. 2.30 & 7.15.

THE star of "The Big Parade" in another thrilling story of love and battle!



AT THE

STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

COUNTRY HOUSE ART GALLERY.

MAGNIFICENT ROOMS.

OPEN TO PUBLIC FOR ALL
TIME.

LONDON, July 18th.
Ken Wood House—the dignified
old mansion at Hampstead, N.W.,
which, with its collection of pic-
tures by great masters, was left to
the nation by the late Lord Iveagh—
was yesterday the scene of an im-
portant little ceremony.

In the presence of about 200
people the present Lord Iveagh,
with a few graceful words, placed
the London County Council in
possession for the enjoyment of the
public, of the 74 acres of park and
grounds amid the green beauty of
which the house stands.

Lord Haddo, chairman of the
Parks and Open Spaces Committee
of the council, in expressing the
thanks of that body, mentioned the
fact that the council would now be
responsible for the largest open
space in London, for Ken Wood is
3 acres larger in extent than Ken-
sington Gardens, Hyde Park, St.
James's Park, and Green Park put
together.

Mr. Walter Guinness, brother of
Lord Iveagh, said:—

When my father decided that
it should be saved much of it was
already pegged out for building
plots. That it was saved was due
to the public spirit of Lord Man-
field, who preferred to sell to my
father and forewent the prospect
of a greater sum which might
have been obtained by piecemeal
development.

Lord Haddo told a *Daily Mail*
reporter that the cost to the London
County Council of looking after
London's new open space would be
£700 to £900 a year. London's new
art gallery will be kept up by the
trustees of the late Lord Iveagh's
estate.

The floors of the noble rooms in
which the 63 famous pictures of the
Iveagh Collection (worth over
£800,000) are hung are still covered
with costly carpets.

Mr. C. A. Bland, a trustee, told
a *Daily Mail* reporter that most of
these would shortly be removed—as
much for the convenience of visitors
as for the sake of preserving them.

The magnificent Adam's room
and others which have been left
furnished exactly as used by the
late Lord Iveagh will remain un-
touched, and as the works of art
that they are will always be open
for public inspection.

WEDNESDAY
29th
&
FRIDAY
31st
AUGUST
At 9.15 p.m.
THEATRE ROYAL

**CECILIA
HANSEN**

THE WORLD'S GREATEST
WOMAN VIOLINIST

TWO VIOLIN RECITALS
AT THE PIANO

BORIS ZAHKAROFF

PRICES:—\$4, 3 & 2.

BOOKING AT MOUTRIE'S.

DIRECTION:—A. STROK.

QUEEN'S THEATRE

Additional Attraction

Nightly at 8.20

FOR ONE WEEK ONLY

COMMENCING

SUNDAY, AUGUST 19th

RETURN ENGAGEMENT

OF

FAMOUS JUVENILE

DANCERS

MISS

CHERIE VALENTINE

AND

MISS

TOMASITA BIRDWELL

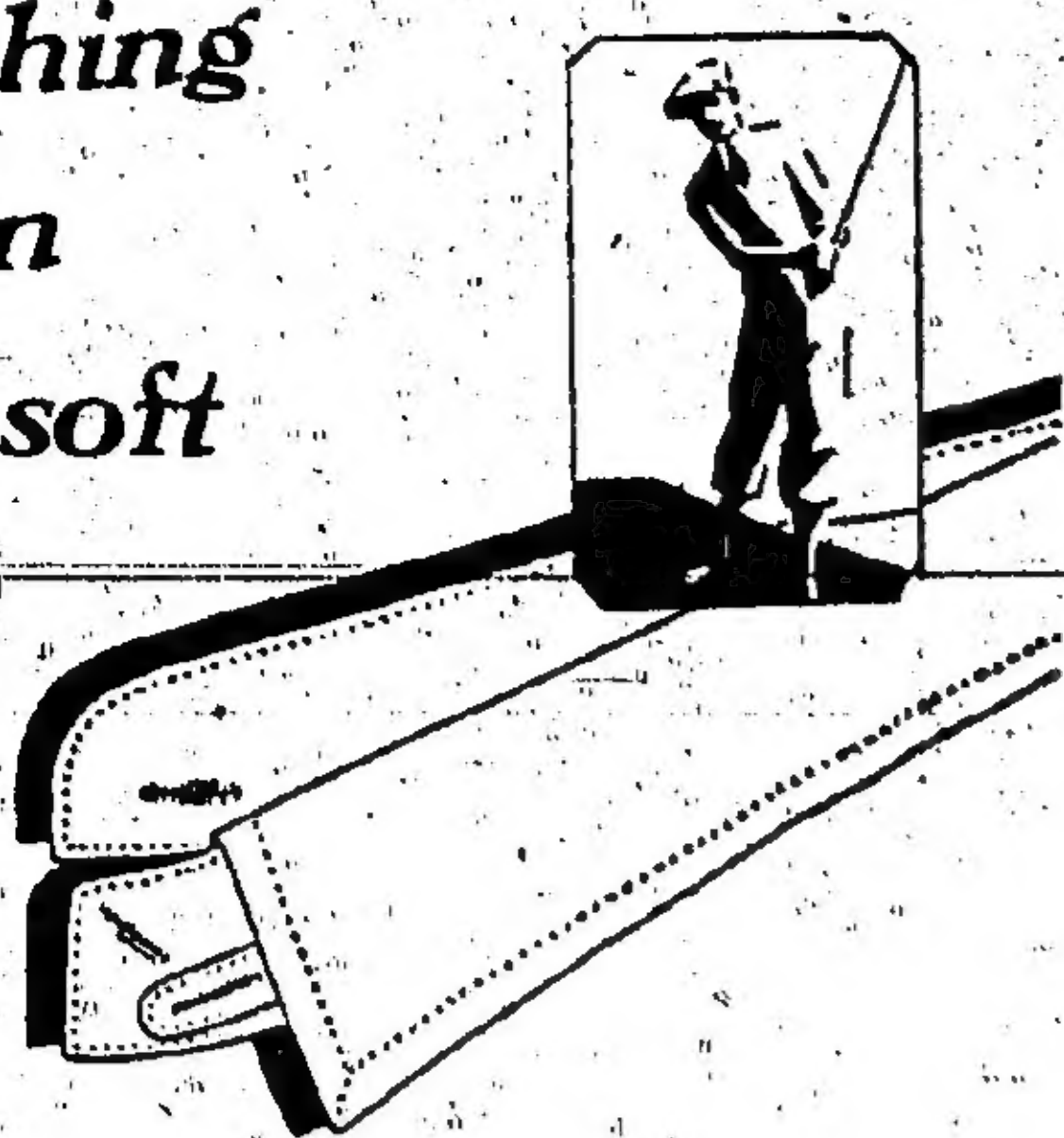
in a series of

MODERN AND ECCENTRIC
DANCES

Usual Prices—Advance Booking

Now Open at Queen's.

Something
new in
white soft
collars



The NEW

Shirley

SHAPE 64
made in three different
cloths and all in quarter
sizes.

These new Summit Soft Collars
are neater and smarter than the
usual soft collar.

They have twin tabs, flexible
stiffeners and a button under
the fold—the modern way of
making a soft collar look
smart and stay smart.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING.
DES VOEUX ROAD



Five Kings?

Yes—
when the fifth is
"KING GEORGE IV."

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
TEL. C. No. 133. HONG KONG.

WHITEAWAYS

"BLUE TICKET" BARGAINS

ALL THIS WEEK

SOME WONDERFUL BARGAINS IN DRESS
FABRICS GIVEN BELOW

2,000 YARDS OF Dainty VOILES
BEAUTIFUL COLOURING \$1.50 YARD

2,000 YARDS OF PLAIN COLOURED VOILES
PLAIN BLACK, BLUE, GREY, BROWN, GREEN 50 Cts. YARD

1,000 YARDS STRIPED POPLIN VERY USEFUL
FOR DRESSES, PYJAMAS, ETC. \$1.00 YARD

1,000 YARDS CHECKED GINGHAMS
FOR A USEFUL WASH FROCK 50 Cts. YARD

1,000 YARDS LINEN DRESS FABRIC
STRONG WEARING & WASHES BEAUTIFULLY \$1.00 YARD

2,000 YARDS STRIPED ZEPHYR SHIRTING
MATERIAL, NEAT STRIPES FAST COLOURS 50 Cts. YARD

NUMEROUS OTHER BARGAINS
DO NOT FAIL TO PAY US A VISIT.

WHITEAWAYS GREAT SALE

MAGIC ARTS IN
YUNNAN.

WOMEN ACCUSED OF THE
FIVE EVILS.

A MAGISTRATE WHO DIS-
REGARDED SORCERY.

The following remarkable docu-
ment was published by the
North China Daily News having
been sent by a correspondent,
who claims to have seen the
original.

"A proclamation by the Public
Court of Yungpinghsien.—A trans-
cription of an order, a proclama-
tion of a law case in obedience to
order No. 802 issued by the Higher
Court of Yunnan as general
instructions to be observed in the
transaction of business:—

"It has come to our knowledge
that many women of the Bamboo
Garden (Chu Yuan) district in the
Mile County practice the art of
bury the spirit, also known by the
name of the Five Evils, and that
for many years now very many
people of the place have suffered
harm, which, becoming known, the
local magistrate was informed of
them. Although the local judge
truly knew the facts, yet for some
reason, it came about that the
workers of these arts felt no fear
and the practice spread far and
wide and the evils became more and
more deep.

"Recently, the son of a certain
Wang was afflicted with the virus
and has been bed-ridden with the
disease for several months. Medi-
cines were of no avail. The As-
sistant Magistrate of the said dis-
trict, when informed of the case,
again and again failed to make a
proper examination according to
the law and decide it, so that the
case was hung up as though it was
a matter of little importance.

Straight Poison or Magic?

"We have examined this matter
of the making of the insects poison
for killing and hurting people and
find that it is prevalent not only
in the one county of Mile, but that
it has appeared often in other and
far-away parts. As to the method
of the practice of this magic art,
sometimes it is in a visible form
(i.e., actual poisoning), sometimes
in an invisible form (i.e., magic),
but when, after a searching in-
vestigation, it is possible to find
that the injured has been really
secretly poisoned and that there are
undoubted proofs against the ac-
cused, then it will be necessary,
to differentiate between the cases of
poison that have not, and sentence
be passed according to the tempo-
rary Criminal Code from these
clauses that deal with the crime of
killing and wounding. Now, the
law of the Criminal Code as to the
crime of wounding or killing the
person really does not ask how it
was done, and, therefore, why
should it be said that, as there is
no special clause dealing with such,
the case cannot be attended to?"

The Two Witches

"Further, according to a judg-
ment already given in the eighth
month of the twelfth year of the
Republic, by a Higher Court of
equal standing in Chingtunghsien,
in the trial of Mrs. Lin Liu and
Mrs. Huang Lin and others, who
were charged with causing the
death of Huang Hsiao San and
others by means of the reptile
poison, the said two women suffer-
ed the direct punishment of death.
As a result of the heaviest and most
rigorous punishment in this case,
the pernicious evil was stopped and
peace came to the good people.

"Now, the assistant magistrate
of the Bamboo Garden (Chu Yuan)
district, in the case brought before
him of an act of sorcery, failed in
using stern measures and in ap-
prehending those accused, and,
moreover, being remiss in his in-
vestigation and in passing judg-
ment, he therefore failed in his
duty of protecting the people and
in carrying out the important aim
of the law. So we, besides order-
ing an investigation and dis-
crimination according to the law
and action thereon, feel it our
duty to issue a general order ex-
pecting the said magistrate forth-
with to act according to it and
examine into the matter in each of
the said districts. If there are
persons who manufacture the re-
ptile poison, he should without de-
lay, sternly apprehend and severely
punish and judge them accord-
ing to law, without the least
tolerance. He will neglect this at
his peril. This is urgent. Also he
must command the neighbour-
hoods under his jurisdiction and
issue a proclamation that all with-
out exception, must observe and
obey the instructions in this order
and so on.

(Signed) The District Magistrate,
T'ai Hsueh Yu. "The eighth moon
of the fourteen year of the
Republic.

Sent to Huang Lien Bu on the
third day and truly exhibited for
information."

What Is Reptile Poison?

Translator's Note on "Reptile
Poison."—As many poisonous in-
sects and reptiles, like toads, scor-
pions, worms, etc., as can be got,
are put together in a pot, and left
to rot, such, often, until only one
remains. The survivor becomes the
"reptile poison," endowed
with various magic powers.

"PAID TO LOVE."

ROMANTIC PICTURE AND
LOVELY HEROINE.

SHOWING TO-DAY AT THE
QUEEN'S.

GEORGE O'BRIEN AND
VIRGINIA VALLI.

[BY OUR FILM CRITIC]

"Paid to Love" is a very satis-
factory picture on the well-known
lines made popular by Anthony
Hope and musical comedy. The
scene is the imaginary, kingdom
of San Sebastiano, and the pro-
tagonists are a prince who is too
interested in motors to look at
women, an astute American finan-
cier, and a lovely and virtuous
apache dancer. The old King is
trying to negotiate a loan with the
American, who, however, refuses
because he says an unpopular
prince is a bad security, and a
prince who won't look at women
cannot be popular. He proposes
hiring a Parisienne to awaken the
prince to an appreciation of what
he owes to his people and the two
elderly gentlemen go off to Paris
in search of a suitable Delilah.
They find Virginia Valli dancing in
a show apache cabaret and engage
her. Lovers of romance need not
be told that the prince and the
dancer meet and love each other
before discovering each other's
identity, and that the problem is
solved in a proper "romantic"
manner.

Beautifully Staged.

The whole picture is beautifully
staged, there is no scene which is
not interesting. The throne room
in the San Sebastiano palace is said
to be the most magnificent ever
built for the films, but it is even
better than that because it is lovely
and credible, and used as a back
ground instead of as a sensation.

The Prince is played by George
O'Brien who gave such a remark-
able performance as the man in
"Sunrise." He shows himself to
be an actor of unusual talent since
his Prince Michael bears no trace
at all of Suderman's tragic hero.
He is the handsome rather dreamy
Prince who makes love like a gen-
tleman and has a ready, natural
smile. As the heroine Virginia
Valli is charming, and looks very
lovely except in the scene in which
for some reason she freezes her
hair. She does the famous Apache
dance of death as it should be done,
with intense emotion and simplicity,
and acts throughout with intelli-
gence.

The American is played by J.
Farrell MacDonald, who at times
has a curious resemblance to a
well known local figure, and man-
ages to be very amusing in a quiet
way.

You will enjoy "Paid to Love"
and quite possibly go to see it
twice. It is well made, light and
interesting as to plot, besides being
very well acted by the two leading
players.

THE JUVENILE DANCERS.

RETURN ENGAGEMENT.

The clever juvenile eccentric
dancers, Miss Cherie Valentine and
Miss Tomasita Birdwell, who so
much pleased the Queen's audiences,
six weeks ago, are to reappear at
the Queen's for a whole week com-
mencing Sunday next at the 9.25
performances.

These extremely talented young
artists, aged nineteen and sixteen
respectively, have an enviable re-
cord, having appeared in most of
the leading theatres of England,
America and the Continent. They
have also been accorded the special
honour of appearing before H.M.
the King of Spain. Among their
other notable engagements are
the Motion Picture exposition of 1925, and as
leading members of the ballets in
"The Merry Widow" and "The
Thief of Bagdad." From Manila,
where they have just completed a
successful season of six weeks,
comes the news that their appear-
ance there was one of the outstand-
ing theatrical events of the year,
and only their other engagements
prevented them from extending
their stay.

In addition to many new items,
the Hong Kong programme will
include one or two of the best
numbers presented here before, in-
cluding "The Black Bottom," at
which sixteen-year old Tomasita is
singularly adept, and "The Peacock
Dance" by Miss Valentine. Ad-
vance booking is now open at the
Queen's Theatre. There will be
no increase in prices.

The usual cinema performance
will follow the dancing turn each
night.

JUDGE AND MR.
BOTTOMLEY.

JURY DISAGREE IN LIBEL
CASE.

REMINDER OF PLAINTIFF'S
RECORD.

MR. BOTTOMLEY'S ADDRESS.

"The result of this case is as
precious to me as my life, and I
should be a hypocrite and a
coward if I didn't express my deep
regret that throughout this case I
have had no assistance from my
lord. Such assistance as I have
had from my lord has been unin-
terruptedly for the defendants."

This observation was made by
Mr. Horatio Bottomley in address-
ing the jury in his libel action
against Messrs. Hurst and Black-
ett, publishers, and Mr. Henry
James Houston, formerly in his
employ.

Mr. Bottomley alleged that he
had been accused of blackmail in a
book, "The Real Horatio Bot-
tomley," written by Mr. Houston,
and published by Messrs. Hurst
and Blackett. The defence was a
plea of justification, coupled with
the contention that Mr. Bottomley
had signed a document indemnify-
ing Mr. Houston against libel.

Mr. Bottomley also referred to
his examination by Mr. Justice
Horridge.

"That examination," he said,
"was a hostile examination by the
judge in favour of the other side.
It is a horrible embarrassment and
handicap to a layman, and your
lordship will forgive me when I
say that this case means more to
me than I can express in words."

"How can I look a man in the
face, how can I hope to rehabilitate
my position if you members of the
jury should say that not only did
I commit the offences for which I
went to prison, but that I am
guilty of one of the most odious
crimes known to the law?"

The hearing was adjourned.

Judge's Summing Up.

"Don't hesitate to do your duty.
If you come to the conclusion that
the defendants have justified the
libel it is your duty—your public
duty—to say that Mr. Bottomley
was a blackmailer."

This observation was made by
Mr. Justice Horridge in his sum-
ming-up in the libel action brought
by Mr. Horatio Bottomley against
Messrs. Hurst and Blackett, pub-
lishers, and Mr. Henry James
Houston, who was formerly in his
employ.

Mr. Justice Horridge said Mr.
Bottomley's case had not suffered
from the fact that he had con-
ducted it himself.

"Mr. Bottomley has addressed
you with great eloquence," he ad-
ded, "upon misery to himself and
the injury caused to his feelings by
the libel. Those matters have got
nothing whatever to do with the
question of liability in this case.
If you are satisfied that he is en-
titled to a verdict they may have
a very considerable effect on the
damages. Banish them from your
mind when dealing with the ques-
tion whether or not he is entitled
to your verdict."

Judge And Blackmail.

Referring to the definition of
blackmail, Mr. Justice Horridge
observed: "If by threats money is
extorted you may well think it is
blackmail."

The first instance which the de-
fendants gave in their justification
was that of a man called Beston.
In *John Bull* Mr. Bottomley had
attacked Beston as "This Protean
Rascal." Mr. Bottomley had ad-
mitted that he went to Birmingham
and that Beston was called to the
Queen's Hotel to have an inter-
view.

Why had he called Beston to have
the interview? Was it out of
philanthropic motives—to discuss
with him matters in connection
with the complaints Mr. Bottom-
ley had received about him?

Mr. Houston had said that Mr.
Bottomley went there for the pur-
pose of "touching" Beston and
that there were 20 interviews. Mr.
Bottomley said that he could only
recollect one single interview.

In dealing with the question of
whether Mr. Houston or Mr. Bot-
tomley was to be believed the jury
was entitled to consider the fact
that though Mr. Bottomley had
ceased to be a convict in the
technical sense, he had been con-
victed of misappropriating
£150,000. He was also a man who
had been found guilty by three
judges of trying by threats to pre-
vent people from exercising their
proper rights and so interfering
with the course of justice.

The defendants' case was that
Mr. Bottomley had been paid
£3,450 by Harrods, Lyons, and
the International Correspondence
Schools, all of whom had been
abused in *John Bull*.

With regard to the Harrods mat-
ter, Mr. Justice Horridge pointed
out that that was irregular with-
out first consulting the other side.
Mr. Comyns Carr, K.C., for the
defendants, said he saw no purpose
in detaining the jury, who accord-
ingly were discharged on their
failure to agree. They were
exempted from further attendance
in the King's Bench Division for
5 years.

(Continued on next column)

KAIPING COAL
FOR ALL PURPOSES



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

LIFE-SAVING INSTITUTION.

SIX MORE SUCCESSES FROM
THE S.C.A.A.

The South China Athletic Associa-
tion presented the remainder of
their Life Saving class for examina-
tion under the rules of the Royal
Life Saving Society of Great
Britain on Sunday evening. The
following six candidates were re-
commended for the Proficiency
Certificate:—Ho Yun Kwong, Li
Shiu Lun, Kwok Man-Hi, Wong
Ki Chau, Li Kwong Kwan, and
Yeung Yuen Wah. Of these six,
four were also recommended for the
Bronze Medallion, namely:—Yeung
Yuen Wah, Wong Ki Chau, Li
Kwong Kwan, and Ho Yun Kwong.
Easily the best pair were Yeung
Yuen Wah and Wong Ki Chau, who
attained a very high standard of
excellence.

The examination was followed by
a most enjoyable informal dinner,
at which the twenty two recommend-
ed candidates, entertained their in-
structor, Sergt. F. J. Tams, Mr.
Stokes, and the examiner, Mr. F.
K. M. Ewart. The Chairman of
the S.C.A.A., Mr. O. W. Luke, was
present and made a very happy
short speech.

A demonstration of Life Saving
by men of the 12th Heavy Battery,
R.A., will be given at North Point
for the benefit of the South China
Athletic Association and Chinese
Bathing Club Members next Sun-
day, in order that the classes being
trained may see the various move-
ments performed as they should be
done.

SAIGON RICE MARKET.

WEAK TENDENCY: SMALL
DEMAND.

The Compagnie de Commerce &
de Navigation d'Extrême-Orient in
their report dated Saigon, August
9th, state:—Paddy market is easier
but supplies are very small. Stock-
holders in the interior continue to
hold their stocks for higher prices
and rates, in consequence, are
above equivalent of rice prices.

The rice market is a shade
easier, owing to the demand being
practically nil. Tendency is weak
but we expect better prices in the
near future.

Regarding the broken, prices
have slightly advanced owing to
some demand from Indian market.

The total amount of rice export-
ed from January 1st to July 31st,
1928, is 1,043,035.585 tons against
1,017,022.806 tons in 1927.

We quote to-day white, Saigon
rice No. 1 25 per cent. broken
round grain: Hong Kong \$5.85
per picul of 134 lbs. l.o.b. Saigon;
\$5. 9d. per cwt. l.o.b. Saigon;
Yen 6.20 per picul of 134 lbs. l.o.b.
Saigon.

White Saigon rice No. 2 sifted
Japan quality: Hong Kong \$5.35
per picul of 134 lbs. l.o.b. Saigon;
\$5. 2d. per cwt. l.o.b. Saigon;
Yen 5.90 per picul of 134 lbs. l.o.b.
Saigon.

For August/September shipment.

Sir Woodman was a man of
business and a man of considerable
position. The jury could only put
their own construction upon the
transactions. If they thought the
transaction was not a perfectly
honest one it was their duty to put
that construction on it.

After an absence of an hour and
a half the jury intimated that
there was no chance of reaching an
agreement.

Mr. Bottomley said he was pre-
pared to accept a majority verdict,
but Mr. Justice Horridge pointed
out that that was irregular with-
out first consulting the other side.
Mr. Comyns Carr, K.C., for the
defendants, said he saw no purpose
in detaining the jury, who accord-
ingly were discharged on their
failure to agree. They were
exempted from further attendance
in the King's Bench Division for
5 years.

CHINESE AND SHANGHAI
PARKS.

750,000 VISITORS IN TWO
MONTHS.

WELL BEHAVED AND
APPRECIATIVE.

During the past two months
725,000 visitors have been recorded
as having strolled in Shanghai
parks, a number which, when com-
pared with figures of previous years,
will show to what a large extent
the Chinese community are making
use of the various parks of the
city.

In the Public Gardens alone during
the month of July there were
232,900 Chinese and foreign visitors,
while 87,000 are reported at Jess-
field, and a total number visiting all
parks for last month is given as
420,000.

Those in a position to judge the
situation state emphatically that
Chinese visitors although new to
the whole idea of park regulations
are proving amenable to the res-
trictions obtaining about personal
conduct. Not only are they well-
behaved for the most part but any
breach of regulations if brought to
their attention by the park authori-
ties has been seen to be principal-
ly ignorance on the part of the
offender who receives the infor-
mation politely that he is breaking
the rules. The authorities go a step
further and point out that cases
of offending foreigners frequently
implied a noisy argument, which
has not proved the case with Chi-
nese visitors.

Parks Cleaner.

Moreover, since admission of
Chinese to the parks, the open
spaces are considerably cleaner
than hitherto, for the reason, prin-
cipally, that more guards are em-
ployed to cope with the increased
visitors and because foreigners of
the beach-comber class do not make
as much use of the parks as hitherto
and, therefore, create less litter.
No cases of flagrant destruction of
park foliage or properties have
been reported during the period
under discussion.—N.C. Daily
News.

ACTRESS'S £2,400.

FOR LOSS OF PART IN
"SHOW BOAT."

PARIS.
Miss Elizabeth Hines, the Ameri-
can musical comedy actress, has
been awarded £2,400 damages
against Mr. Florent Ziegfeld, the
New York theatrical producer, for
the loss of the part of Magnolia
in the musical comedy "Show
Boat."

The decision was made by a
board of arbitrators appointed by
the United States Supreme Court,
according to the *New York Herald*
(Paris edition).

Miss Hines claimed that she was
engaged for the principal part in
the play, but Mr. Ziegfeld was
compelled to postpone production
for a year. She brought the mat-
ter first before the Actors' Equity
Association, who decided that she
was entitled to two weeks' salary
(\$200). Miss Hines followed this
with an action for £10,000 salary
and £10,000 damages.—*British
United Press.*

PRIMATE'S FUTURE.

BUYS HOUSE MR. LLOYD
GEORGE ONCE LIVED IN.

The Archbishop of Canterbury
has expressed a desire to remain
in London on his retirement, and
has, the *Daily Mail* understands,
purchased No. 10, Cheyne-walk,
Chelsea, S.W., the house occupied
by Mr. Lloyd George from 1923 to
1927.

When Mr. Lloyd George lived
there he had this notice on a yellow
board put on the front door:
"Let no one speak beyond the
threshold words uttered here in
friendly confidence."

COLLISION NEAR
ABERDEEN.INCIDENT IN THE SMALL
HOURS.

NEARLY OVER A CLIFF.

The drivers of public vehicles No. 550 and 236 appeared before Mr. R. E. Lindell at the Central Magistracy yesterday afternoon as a result of a head-on collision between their cars, at 2 a.m. on the morning of the 1st instant. Inspector C. Alexander was in charge of the case. Mr. C. A. S. Russ appeared for the driver of car No. 550—a brand new Essex—and Mr. Horace Lo was for the driver of car No. 236, a big seven-seater Buick. The accident might have had very tragic consequences as the cars were pulled up at the very edge of a cliff.

The photographs of the two cars as they were after the collision showed the big Buick with the front of the bumper and two front wheels raised above the road and resting on the dashboard of the other car. Both cars were head on and facing the left side of the road which overhangs a cliff. The drivers had taken out cross-summons for dangerous driving and the Magistrate decided to hear the two summonses at the same time.

Sub-Inspector Hopkins, in charge of Aberdeen Police Station, said that the driver of car No. 236 reported the accident at 2.15 a.m. on August 1st and witness accompanied him to the scene of the collision. He found the cars in the position as mentioned and said that the driver who reported the accident had a very bad knee. The ambulance arrived and one or two of the passengers who sustained slight injuries were taken to the Government Civil Hospital.

Sergeant S. Saunders who visited the scene of the collision the same morning corroborated and added that the most interesting point about the collision was that at the rear of the off side wheel of car No. 550 there was a skid mark about a yard long. This was the only skid mark that he could find.

In the opinion of the witness it would indicate that the car had been pushed backwards the full length of the yard, which suggested the opinion that the Buick car had been travelling considerably faster than the other.

The brakes in the cars were in good order; the Buick had a registered weight of 3,000 pounds and the other car 2,000 pounds. The Essex car was brand new and had been tested for its license only three days prior to the collision. The speedometer showed that it had just completed its 500 miles of "running in."

Cross-examined witness would not say which car in his opinion was at fault.

Mr. Lo asked witness if he (witness) could corroborate his (Mr. Lo's) contention that, from the positions of the cars as shown in the photograph taken after the collision the car No. 550 (the Essex car) must have been on the wrong side of the road.

Mr. Russ objected and was upheld by the Bench.

Inspector Alexander's Opinion.

Inspector C. Alexander of the Traffic Department told the Court that in his opinion car No. 550 was to a lesser degree at fault than car No. 236 (the Buick). However, he was of the opinion that the former car came around the bend on the crown of the road and throughout the turn remained on the crown.

Magistrate: In other words he came out of the bend too far out?

Yes.

Mr. Lo said that it was only natural for a driver to keep a little far out when rounding corners.

Mr. Russ told his Worship that if that practice was continued another Magistrate would have to be appointed to hear the summonses.

Mr. Lindell: On the contrary—probably one less!

Witness said that taking into consideration that the weight of car No. 236 was heavier than the other car, then at any speed the other car would be forced by the impact.

Magistrate: Can you say from what you have seen of the cars and the positions they were at at the time of the collision, which driver was at fault?

Inspector Alexander: No, I cannot answer that.

The hearing was then adjourned.

VICTORIA GAOL
INCIDENT.PRISONER ATTACKS
WARDER.ASSAILANT RECENTLY
CHARGED WITH
MURDER.

Victoria Gaol which has been the scene of several jail-breaking sensations, again came to the limelight when it was stated in Court yesterday that one of the Indian warders was so badly assaulted by a prisoner that he had to be taken to hospital for treatment.

This incident occurred on Sunday morning and the assailant was brought before Major C. Willson at the Central Magistracy on a charge of unlawfully wounding and "cutting" Nawab Ali Shah, an Indian assistant warder of the Gaol.

The news has naturally given rise to much speculation as to precisely what had happened. Information so far given to the Press is meagre and does not reveal the circumstances leading to the attack, and where and how the prisoner obtained the weapon with which he "cut" the unfortunate warder.

The assailant, Chan Chi Cheong, was brought before the Magistrate and the Indian warder appeared with his head swathed in heavy bandages. The charge was explained to the prisoner, who replied "Yes."

On seeing that the wounded warder was not in a fit state to give evidence, the Magistrate decided to adjourn the case until this morning. Murder On The S.S. "Periak" Recalled.

The prisoner, it will be recalled, was recently charged with murder before the Senior Magistrate. He was alleged to have killed a Chinese cook on board the s.s. Periak, after a heated quarrel in the galley. Prisoner made several appearances before Mr. R. E. Lindell but owing to no evidence of the victim's precise manner of death being available, the man was discharged. He was then detained in the Gaol pending deportation.

DUTCHMAN WANTED AT
SINGAPORE.ALLEGED CRIMINAL BREACH
OF TRUST.ARRESTED HERE ON FRENCH
LINER.

On a charge that he had committed a criminal breach of trust, a Dutchman named J. W. H. van Laer was arrested here by Sub-Inspector Doring on board the s.s. Porthos early yesterday morning, and was later brought before Mr. R. E. Lindell at the Central Magistracy. The accused was described as an insurance agent at Singapore, and was alleged to have misappropriated \$9,000 from his employer at Singapore. His arrest was brought about at the request of the Singapore Police.

Evidence given by Sub-Inspector Doring was to the effect that he boarded the s.s. Porthos at 7 a.m. yesterday morning and found the accused in the dining room. He was then taken back to his cabin where a search of his person and luggage was made. The Inspector found two books of traveller's cheques issued by Messrs. Thos. Cook and Son to the value of £970 sterling.

One of the books of cheques contained fifty cheques, and the other had 24 of £10 and 24 of £20 cheques. Amongst the accused's luggage was also found a letter of identification issued by Messrs. Thos. Cook and Son, at Singapore on August 3rd, 1928.

Further evidence showed that the Porthos had arrived from Singapore via Saigon.

The accused elected to say nothing, and on the application of Mr. T. Murphy, Assistant Director of Criminal Intelligence, the case was formally remanded for one week, and a telegram had been despatched to Singapore asking for someone to come to Hong Kong to identify the accused.

ROUND THE POLICE
COURTS.MIDNIGHT CRUISE IN A
DINGHY.

KOWLOON CASES.

Three Chinese were charged before Mr. W. Schofield at the Kowloon Magistracy yesterday with being in possession of a dinghy suspected of having been stolen or unlawfully obtained at 3 a.m. on August 13th.

The defendants said that they found the dinghy tied up near the Mongkok ferry wharf, in the Yau-mai typhoon shelter. There was nobody in the dinghy at the time and they decided to go for a row, but intended to bring it back to the same place later.

His Worship: In fact it was just a pleasure cruise?—Yes.

His Worship: 3 a.m. is not the usual time for a cruise?

Third Defendant: We were returning from the trip.

Inspector Ogg, however, mentioned that the defendants were arrested while taking the dinghy out of the typhoon shelter.

Th first defendant had a record of five previous convictions for offences such as unlawful possession, larceny, assault and boarding a tram without paying his fare. He was fined \$50, or six weeks' hard labour. The other two defendants were each fined \$10, or fourteen days.

THEFT OF CHAIN CABLE.

A coal coolie was brought up on a charge of theft of a block chain from the s.s. Michael, which was anchored at Buoy No. 44. A second coolie's plea of not guilty was accepted by the prosecution, which was conducted by Mr. Olaf Evanson, chief engineer of the vessel, and he was discharged.

The defendant admitted that he was carrying the chain, but said that the head coolie took the chain off the block and gave it to him to take to the coal bunker.

A previous conviction for unlawful possession against the defendant was brought to the notice of his Worship, who imposed a fine of \$25.

TRAFFIC SUMMONSES AT
CENTRAL MAGISTRACY.ROAD HOGGING AT
POKFULAM.

The Chinese driver of a two-ton refuse lorry was summoned before Major C. Willson for driving down the Dairy Farm Hill, Pokfulam, at a speed of between 25 and 30 miles an hour.

Sub-Inspector Alexander said that the defendant was driving at the speed mentioned in a controlled area, and the fact that the vehicle had solid tyres made the act all the more dangerous. Witness followed the defendant to the bottom of the hill and observed that he only reduced speed a little in taking corners.

The defendant, who pleaded guilty, was fined \$20.

Two summonses were taken out against Messrs. A. Goeke and Company, the local managers for Fiat motor cars, David's Building, for causing obstruction outside their garage. The offences were admitted and fines of \$5 on each summons were imposed.

A public motor car driver who was stated by Sergeant Bayting to have done 25 miles an hour from Eastern Street to Queen's Street when there were many people about on the roadway was fined \$10.

INTERNATIONAL BRIDGE
AND MAH JONG PARTY.

\$222 RAISED FOR M.C.L.

At the Helena May Institute on Friday, August 10th, an International Bridge and Mah Jong Party was held in aid of the Victoria Branch M.C.L. funds.

There were nineteen tables of Bridge and nine of Mah Jong.

Apart from the aim of benefiting the M.C.L. funds, the object of the party was to bring together women of all nationalities in the Colony. That this was accomplished is proved by the fact that among those playing were British, Chinese, French, American, German, Belgian, Japanese, Portuguese, Norwegian, Dutch and Danish ladies.

The financial result of Friday's party was very satisfactory. A net profit of \$222 was realised.

Special thanks are due to Dr. Kotewall for assisting in many ways, Mrs. Cressy and the Ladies Committee, whose arrangements for the afternoon were excellent.

In conclusion, Mrs. Southern very kindly distributed the prizes and said that it is hoped to develop the idea of these parties and to arrange in the future International Meetings on varied lines.

THE FIRE ON THE
"KALYAN."

TRYING TWO-DAY ORDEAL.

RESPONSE TO LINER'S CALLS
FOR HELP.CAPTAIN'S PRAISE FOR ALL
ON BOARD.

The North China Daily News gives the following graphic account of the fire aboard the P. & O. liner Kalyan, news of which was received here by cable dated last Tuesday:—

At 8.35 a.m. on Sunday (August 5th) fire was seen issuing from a ventilator over No. 3 hold in the forward part of the ship. The captain was immediately summoned and the fire bell was rung. Passengers and crew ordered to boat stations. In the meantime water was being pumped into the hold which contained 2,035 bales of cotton and 30 cases of tea for Japanese ports. 548 bales cotton and 144 cases of rubber for Shanghai. There was also other cargo.

The hatches were removed from the hold and dense volumes of black and pungent smoke issued. It was realized that the fire was confined to No. 3 lower hold. Smoke helmets were donned and the third officer—Mr. Whyte-McKay—went below to try and ascertain the extent of the fire. Others followed but were driven back by the intense heat and the dense volume of smoke.

The third officer emerged and reported that it was extremely dangerous to attempt to return to the hold. In spite of his helmet he had had to give up.

The second officer was in charge of the fire fighting operations as the chief officer—Mr. D. M. Stuart—was incapacitated with a broken ankle which was in plaster of Paris. Notwithstanding this he was hoping about, as he called it. The chief engineer rendered great assistance to the captain in advising as to the bunkers and other matters.

Mail Bags Taken Out.

At 11 a.m., it was deemed advisable to get out the mails totalling 677 bags and officers, engineers and all departments of the crew worked strenuously to get this accomplished.

Capt. Cornwall-Jones paid a great tribute to the officers, engineers and crew for the great work they accomplished. He also emphasized the point that the native crew worked splendidly without fear as is usually attributed to Lascars when a ship is in peril. The captain also remarked at this juncture that the passengers behaved splendidly and did as they were told.

The ship was now in communication with its agents at Shanghai and other ships were rushing to its assistance. The S.O.S. was answered and then cancelled as the situation was improving and the ships in the vicinity were kept advised as to the position. She was running at full speed for Shanghai with water being pumped into the holds causing her to take a list to port and it was necessary to empty a ballast tank to straighten her.

Dense clouds of smoke were pouring from the hold and the stench from burning rubber was terrible obliging passengers to seek all sorts of corners to get away from it.

Explosion In The Hold.

The fire was apparently subdued by the water pumped in, for the hold contained 17 feet of water which was deemed sufficient to cover the burning cargo. Hatches were battened down but at 4 o'clock in the afternoon a terrific explosion shook the ship and the hatch covers flew off, due no doubt to the steam and gases accumulating below. The fire broke out again and another S.O.S. was sent out and replied to as the German steamer Oldenburg came within almost speaking distance.

The vessel proceeded to the pilot station and remained there until 11 a.m. yesterday waiting for the tide. She then proceeded to Woosung with her pilot—Captain N. R. Bennett—and there took on board the Shanghai Municipal firemen who had arrived on the fire-boat in response to a wireless message.

Under Control Early.

The firemen took charge of the situation and after much work got the fire under control early yesterday afternoon although even when she arrived at 7 o'clock a little smoke was still issuing from the hold. Another squad took over from those on board and an engine was put into operation and more water was pumped in to make the position absolutely secure. She proceeded from Woosung to her berth under her own steam and without assistance.

In the meantime, relatives and friends of those on board were waiting on the Customs jetty, expecting the passengers to arrive on the tug Scot 2. This vessel arrived about 9 o'clock last evening with the mails and all those waiting then made their way to meet the Kalyan who passed the Shanghai & Hongkong wharf—where she is now berthed.

SILTING UP OF TIEN-
TSIN RIVER.

SERIOUS OUTLOOK.

SHIPS NOW UNABLE TO GET
TO TIEN-TSIN.

At present, says the North China Daily News, the port is practically closed to steamer traffic, because, in order to navigate the Haiho, ships have to lighten to a draft of 10 ft., or even down to 9 ft. and, as the majority on the run draw at least 8 ft. 6 in. light, this means that they could not possibly take up more than from 300 to 400 tons of cargo, and it will be understood that it would be still less worth while for a boat to go up and then come out light. The procedure now is for steamers to discharge cargo into lighters at Tangku, and to send passengers up to Tientsin either by launch or railway, and loading is done by the same method. Very few ships attempt the river passage.

The Tientsin river always has been very difficult for navigation, with its narrow, shallow and winding channels, and in the best seasons it was not unusual for a ship to touch a bank occasionally. It speaks well for the skill of the pilots and captains that serious accidents have been so few. Despite all the work done by the Haiho Conservancy, the state of affairs has become gradually worse and last summer also the river was practically closed, though the conditions seem not to have been quite so bad as at present. A recent report from Tientsin told of the Chinese in Jaces beyond Tientsin petitioning the authorities to put in hand certain works not only to improve the water-courses, but also to lessen the danger of inundations, and they offered their services voluntarily; but, even if this were done, it would have little effect on the Haiho.

Outlet For Many Rivers.

The Haiho is a comparatively short stretch from Tientsin to the sea, not so much a river as an outlet for several rivers. It is in charge of the Haiho Conservancy, whose highly efficient engineers have done much to keep it navigable, not only by dredging the channels, but by straightening them, thus reducing the length of the waterway and, by providing for a freer and more powerful scouring, assisting in the carriage of the silt through to the sea. At the back of Tientsin there is a regular network of rivers, large and small, the number of which can only be appreciated by studying such maps as give details of the Chihli and Mongolian watersheds. These all converge into the Haiho and all but one serve a good purpose, for they have comparatively clear water and run strongly, so that they do not deposit silt and actually assist in scouring the Haiho, and keeping it clear.

Cause Of All Trouble.

The exception is the Yangtze, or Hun River, and this it is which causes all the trouble in the Haiho. It has its source far back in Mongolia and, fed by thousands of tributaries, it comes down by Kalgan and Peking to the back of Tientsin, where it forms a big delta guarded by artificial dykes, and it has been from this delta also that have started the disastrous floods which periodically harass Tientsin.

The steep edge of the Mongolian plateau, particularly in the dry seasons, very easily washes away, and so the Yangtze every year brings down uncountable tons of silt which empties into the Haiho.

As stated before, the other swift-running rivers in their turn do much towards washing this silt down to the sea, but when their waters are low and sluggish on account of dry seasons, the silt accumulates in the Haiho. Should there be two or more dry summers in succession, the silting-up naturally is worse and it is believed that the conditions this year are exceptionally bad because the scouring rivers were unable to clear away the whole of last year's accumulations.

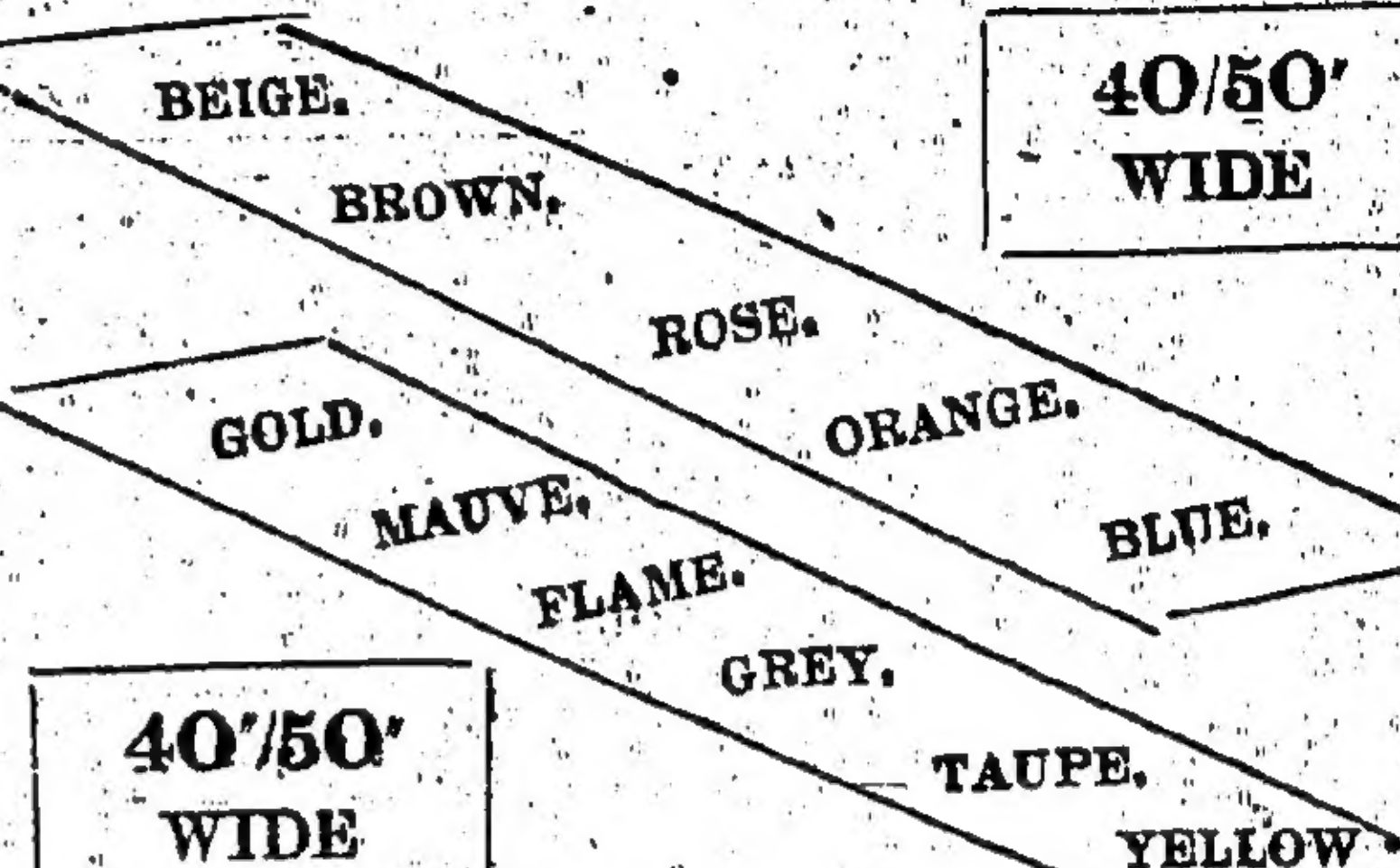
Large Sums Required.

Everyone in Shanghai in a position to understand the subject and whose views were sought spoke most highly of the Haiho Conservancy's work and said that, though, with more encouragement and more money, they probably could do still more to improve the course of the Haiho, actually it is beyond the power of this body to tackle the real problem. Its jurisdiction stops at Tientsin and it is beyond there where work must be done, in the territory of the Chihli River Commission. Elaborate schemes have been prepared for diverting the Yangtze north or south of Tientsin, for building a system of locks, and various other curative works, but these all would cost an enormous amount of money, such as China does not consider in these days for anything but new revolutions, and such officials as are willing and capable get practically no encouragement.

An engineer expressed the opinion that, in favourable circumstances, the trouble would be cured by natural causes, through scouring by the tributary rivers, but he admitted that the silting-up seemed to be so aggravated that there was not a great deal of hope in this direction.

"SUNDOUR"
GUARANTEED FADELESS
CURTAIN NETS

WE HAVE JUST RECEIVED A NEW STOCK
IN
DELIGHTFUL DESIGNS AND THE
FOLLOWING SHADES



PRICES:
PR. YD. \$1.20 To \$2.50 PR. YD.

PATTERNS ON REQUEST
LANE, CRAWFORD, LTD.

Always the Best
Dance Records
Columbia
RECORDS

4705—Fifty Million—Frenchmen
FOX TROT.

The
Anderson Music Co. Ltd.

A Feast of Good Books.

"THE MAN BEFORE THE MAST." By G. SORRELL, 12. A vigorous and true picture of a sailor's life before the mast, between the years 1860 and 1880. \$4.50

"THE LIFE OF LORD CURZON—BEING THE AUTHORIZED BIOGRAPHY OF GEORGE NATHANIEL MARQUESS CURZON OF REDLESTON, K.G." By the Rt. Hon. EARL OF RONALDSBY. (3 volumes) \$31.50

"THE INVISIBLE WEB." By E. ASHTON-WOLFE. \$13.50
Strange Tales of the French Surreal. From Documents supplied by Dr. E. Locard. A study of the latest methods of the wonderful scientific police laboratories in France.

"A STATISTICAL ATLAS OF THE WORLD." Compiled by J. W. B. HENSON, M.A. \$5.65
This atlas contains a large number of statistical tables drawn from the sphere of Physical and Economic Geography. The work will prove useful to the geographer and to the business man, as well as to the teacher and the student.

"PROGRESSIVE READINGS IN ENGLISH FOR THE USE OF CHINESE STUDENTS OF THAT LANGUAGE." By THEOPHILUS SAMPSON \$1.50
This work is written by a former Head Master of the Tung-wen-kwan, Canton.

"A COUNTING-HOUSE DICTIONARY." \$1.90
A valuable book of reference for the business man giving clear and concise explanations of the Technical Terms used by Merchants and Bankers in the Money Market and on the Stock Exchange.

"ASTROLOGY—YOUR PLACE IN THE SUN." By E. ADAMS. \$8.50
A book which makes it possible for YOU to work out the major points in your destiny.

"THE MOTHERCRAFT MANUAL OR THE EXPECTANT AND NURSING MOTHER AND BABY'S FIRST TWO YEARS." By MABEL LIDDIARD. \$2.65
An invaluable book to those engaged in maternity and child welfare work.

"THE HUMAN FORM AND ITS USE IN ART." By F. B. YERBURY. \$13.50
A series of studies for the use of Art Students, Designers, Sculptors, Artists, etc.

"THE BIG BOOK OF PICTURES AND STORIES." \$4.50
Thirty-two colored pictures, many short stories, and little poems for children.

KELLY & WALSH, LTD.

THE BOOKSHOP, CHATER ROAD.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	New Kowloon Island Lot No. 1148	Adj. to New Kowloon Island Lot No. 1149, Shing Wan Road.	As per sale plan.	3,450	24	2,184

[6802]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
2	New Kowloon Island Lot No. 1149	Junction of On Yan Street and Nan Chung Street.	As per sale plan.	5,400	38	8,100

[6803]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
3	New Kowloon Island Lot No. 1150	Junction of On Yan Street and Nan Chung Street.	As per sale plan.	4,857	34	6,943.25

[6804]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **MONDAY, the 20th DAY of AUGUST, 1928, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Mong Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
4	New Kowloon Island Lot No. 1151	Junction of On Yan Street and Nan Chung Street.	As per sale plan.	11,470	132	21,807.50

[6805]

NEW ADVERTISEMENTS.

IN THE SUPREME COURT OF HONG KONG.

IN THE MATTER OF THE ESTATE OF MARY JANE DURBANCO, Late of Victoria in the Colony of Hong Kong, Widow, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made an Order Limiting the Time for sending in Claims to or against the above Estate to the 10th DAY of SEPTEMBER, 1928.

Creditors and Claimants are hereby required to send their Claims to the Undersigned by the above Date.

Dated this 13th day of August, 1928.
CHARLES DICK MELBOURNE,
Official Administrator. [6801]

H.K.V.D. CORPS.

PROMENADE CONCERT

(Under the Patronage of H.E. the Officer Administering the Government)

will be held on

VOLUNTEER PARADE GROUND

FRIDAY, 17th AUGUST, 1928,

At 8.15 p.m.

BAND OF 2nd BATT. KING'S OWN

SCOTTISH BORDERERS

(By Kind Permission of Lt. Col. L. J. COMPTON, C.M.G., D.S.O., and Officers)

AND LOCAL VOCALISTS.

TICKETS OF ADMISSION: \$1.00

(Soldiers & Sailors in Uniform: 50 Cts.)

Obtainable at

VOLUNTEER HEADQUARTERS &

ANDERSON MUSIC CO. LTD. [6806]

NOTICE.

THE Undermentioned Certificate for 300 Shares in this Company, standing in the Name of JOHN MACNAB, Deceased, late of 2, GLENCAIRN DRIVE, POLLOCKSHIELDS, GLASGOW, have been LOST, and if at the Expiration of One Month from the Date hereof the following Share Certificates be not forthcoming, Other Certificates for the Said Shares will be issued by the Company and thereafter No Other will be acknowledged.

Shares.	No.
Certificate for	15 4922-4938
"	20 4938-4954
"	15 5030-5045
"	50 52154-52203
"	50 55357-55406
"	75 78572-78646
"	75 110177-110251
300 Shares.	

A. S. WATSON & CO., LTD.
Hong Kong, 14th July, 1928. [6814]

"THE PEAK FLATS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS

and

Six-Roomed FLATS

with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply

CREDIT FONCIER

D'EXTREME-ORIENT,

4th Floor,

FRANCO EAST BUILDING.

TO LET.

FLATS in HUMPHREYS and CARNARON BUILDINGS, Kowloon.

Apply to—

HUMPHREYS ESTATE AND

FINANCE CO. LTD.,

ALEXANDRA BUILDINGS, 6895

TO LET.

3 and 4 Roomed FLATS at EAST POINT TERRACE.

RENT: 3 Rooms ... \$100.

4 Rooms ... \$120.

including Taxes.

Also Two 4 Roomed HOUSES in ST. GEORGE STREET, EAST POINT. Rent: \$100 including Taxes.

For Further Particulars, Apply—

JARDINE, MATHESON & CO. LTD.,

STOAK OFFICE, PEDDER ST. [6890]

TO BE LET OR SOLD—Com-

modious BUNGALOW at

MAGNIFICENT GATE, near MOTOR ROAD.

Good Garden. Private Garage. Apply.

Box No 6273, c/o Hong Kong Daily Press. [6273]

FRONT PORTION OF SHOP TO

LET, Central Point, Suitable

for Milliner or Dress Maker. Moderate

Rent.—Apply: "Z." c/o Hong Kong

Daily Press. [6463]

If You wish to rent a Flat, House

or Furniture, Buy or Sell a House

or Land, Telephone, without obligation,

CENTRAL 4630, HONG KONG SMALL

INVENTIONS.

INTIMATIONS.

WATSON'S

LAVENDER WATER.

The most refreshing of all

perfumes in the hot weather.

Distilled from real

ENGLISH LAVENDER

In Elegant Green Flasks

Each: \$4.00, \$2.25, \$1.25

WATSON'S

LAVENDER

TALCUM POWDER.

IN MAGNUM TINS.

MADE FROM PURE

Italian Talc

Associated with English

Lavender of exquisite

fragrance.

\$1.00 Per Tin.

A. S. WATSON

& CO., LTD.

Hong Kong Dispensary.

PHONE C. 16. [68]

WHY Continue to suffer when

POO ON HERBS are within

your reach—Pimples, Catarrh, Acne,

Eruptions, Oozing, Constipation, Dis-

temper, Dropsy, Rheumatism, and many

other Diseases. No Drugs. Purely

Chinese Herbs.

POO ON HERBS CO.

66, QUEEN'S ROAD CENTRAL, 1st Floor.

TEL. C. 5009.

Hong Kong Office: 11, Ice House

Street.

London Office: 21, Bride Lane,

Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 11th, 1928.

WILL PROHIBITION BE

SAVED?

It is becoming more and more

evident that prohibition is to be

the vital issue at the American

Presidential election. It is the

thing that sharply divides Demo-

crat from Republican. Mr. Hoover,

a Quaker, stands for the enforce-

ment of the principles of total

abstinence which he himself was

taught to practise. Mr. A. L.

SMITH, the Democrat candidate, on

the other hand, is a Roman

Catholic, who holds in agreement

with the teaching of his church,

that while excess is a vice modera-

tion is a better thing than abstin-

ence. The view is based on scrip-

tural passages too familiar to need

quoting.

It cannot be said that Pro-

hibition has achieved the results

that had been expected. It was

a great and a brave, if somewhat

priggish, experiment. The drink

interest had become a menace and

the saloon was an unmitigated

nuisance. There was, moreover,

the big negro population from whom, it was considered, alcohol should certainly be withheld. It was a large vision that saw the youth of the country growing up with a new virility and efficiency because it had never touched strong drink. But like many other visions it has proved a nightmare, according to its opponents. The old liquor trade was at least legal, but it now lives on as "bootlegging" and has spread corruption among officials who were set to control it. Good liquor has simply been driven out by bad, but the proportion of United States citizens who defy the Volstead laws and the net effect of Prohibition upon the nation are matters extraordinarily difficult to gauge by impartial observers.

The question of the abandoning or continuing of the experiment is now squarely before the nation. Americans are well aware of foreign ridicule, of the handicap imposed upon their shipping, of all the arguments for and against. There is also the question of the curtailment of liberty. There is nothing half hearted about Prohibition. It lays down what is good for an American and insists upon his obedience. The Volstead Laws were drawn up by the President of the Anti-Saloon League, an organization actuated by a zeal beside which the attitude of our English Good Templars, Rechabites and kindred societies towards the drink question amounts to a lax toleration. It was also backed by the millionaires who hoped to see in enforced prohibition increased efficiency and far greater saving of funds for investment in their own enterprises. It was certainly not demanded by the mass of the people.

Now, after eight years, the issue turns on what the average American feels about it. To the outsider the real sobriety of the Latin countries where wine is a staple article of diet and the virtual solution of the drink question in England point obvious morals. But America's conditions and circumstances are her own. No one yet knows whether the average American will take the view that prohibition is a failure, that he wants his liquor and wants it good, that he is being exploited by cranks and big interests, or on the other hand whether he will hold that the present social tutelage is justifiable and that Prohibition will win through to a real temperance of great advantages to America, which other nations will be forced to follow.

Charlie Chaplin's famous comedy, "The Circus," will be seen in Hong Kong again next week at the World Theatre Tuesday to Saturday.

The total output of the Kailan Mining Administration's mines for the week ending July 29th amounted to 87,673 tons, and the sales during the period to 50,180 tons.

A summons for assault and a cross-summons in which three Chinese were concerned came before the Kowloon Magistrate yesterday. Mr. F. X. d'Almada, for one of the parties, told the Magistrate that a settlement had been reached. Mr. F. H. Losby, for the other side, agreed, and the summonses were accordingly dismissed.

Students and lovers of Chinese Art will be interested to learn that Mr. Tse Tsao Tai, the well-known local collector, has just written a treatise on Chinese painting. It is entitled "Ancient Chinese Art" and elucidates the intricacies and technique of Chinese painting, which we believe has never been attempted before. The book is printed on Art paper by the South China Morning Post, Ltd., and is illustrated by one of the masterpieces of Li Seu Han of the Tang dynasty (A.D. 745), the famous founder of the Northern School of Chinese Landscape painting. The price is \$1.

A fine of \$23 was imposed at the Kowloon Magistracy yesterday on a Chinese, for attempting to sell unwholesome pork which the Veterinary Surgeon said was not fit to be even used as for making lard.

Cases of infectious disease reported in the Colony last week were: Small-pox 3 (1 fatal), diphtheria 2, enteric 2, paratyphoid 1, puerperal fever 2 (1 fatal), influenza one fatality. On Monday another case of small-pox was reported. All cases were Chinese.

A fishing boat, carrying a cargo of sand, was capsized yesterday at about noon off the Asiatic Petroleum Company's Installation wharf at North Point. Fortunately, an A.P.C. launch was near by and rescued the two occupants. The boat was towed to the Typhoon Shelter at Causeway Bay.

CHINESE MERCHANT'S ESTATE.

BEQUESTS TO WIFE AND CONCUBINES.

NEW HOSPITAL ALSO TO BENEFIT.

Estate in the Colony to the value of \$52,400 was left by a Chinese merchant, who was in business at No. 43, Connaught Road Central, and who died on June 20th, this year.

The deceased gentleman, Lie Sun Tin, in his will stated that he owned House No. 24, Wellington Street and that he had money deposited with the Hong Kong and Shanghai Bank and also with the Chartered Bank. His cash is to be divided into three equal shares, one for his wife, one for his first concubine and another for his third concubine. A bequest of \$2,000 was also made to his elder sister. His house, shares and other properties are all to go to his son when the latter attains majority.

The late Lie Sun Tin also instructed that a sum of \$5,000 should be donated to the Fong Pin Hospital at Lau Po, in Samshui district when it comes into existence.

Probate of the will is granted to deceased's nephew, Li Su Chun, who is to administer the estate until deceased's son comes of age.

SHANGHAI RICKSHA COOLIES ON STRIKE.

ONE COPPER INCREASE IN HIRE FEE.

A strike which has developed in the Harbin Road district, Shanghai, is illustrative of the struggle for existence amongst the poorer classes of Chinese at the present time, and has brought out a number of ricksha coolies, who for many years past, even under the most extreme pressure, have resolutely refused to join the malcontents.

The foremen of ricksha hongs in this area announced that the hire fee would be raised from 23 to 24 coppers per ten-cent piece, and for this one copper the poor men felt impelled to strike, 200 deserting their work. In the course of an argument outside two ricksha hongs in East Kowloon Road several windows were broken, and later there was a demonstration outside the Harbin Road Police Station, the strikers being dispersed by the police. Various unattached professional agitators have been attempting to worm their way into the ricksha men's confidence, with a view to extending the strike, but so far they have met with little success.—North-China Daily News.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory, stated:—The typhoon remains nearly stationary about 60 miles S.E. of Oshima. The depression over South China is apparently unchanged.

Local Forecast:—Southerly winds, moderate, squally, overcast, rainy.

ROAD-WIDENING IN SHUIKWAN.

INHABITANTS' OBJECTIONS.

PREFER NARROW STREETS TO MALOOS.

In pursuing their programme of rehabilitation the Northern Rehabilitation Headquarters ruled that the city walls of Shuikwán must come down to make way for new malloos, and preparations were made for this work to be started, says the Canton Gazette.

The merchants of Shuikwán, however, are very apprehensive of this scheme. They fear that they will have to shoulder the burden of expenses and finding the wherewithal in addition to which they will have to give up their land and houses to make room for the roads. A meeting was held recently at which the members of the various commercial organisations gathered in full force, and it was resolved to appeal to the Central Government in Nanking to stay the efforts of the Rehabilitation Headquarters to improve the city. They did not view such plans as improvements. A long message was sent through the radio service at a cost, it is said, of one hundred dollars. No reply has yet been received from Nanking.

The Walls Wanted.

Before this meeting was held, when the maloo construction was first mooted, the inhabitants of Shuikwán had made representations to the Canton authorities to withhold the sanction for the demolition of the walls and the opening of malloos, but needless to say this request was not acceded to. It is hardly conceivable that Nanking will see their point of view.

Old Fashioned Folk.

It is difficult to understand how such old fashioned, narrow minded conservatism can still exist in face of the many examples all around. Where the provision of malloos has resulted in immediate improvement of the locality with consequent gain to the pockets of the people, adds our contemporary. It seems that the chief reason for this opposition is the likelihood of having to give up part of the properties along the proposed routes to make room for the malloos, and the fear is that there may be little or no compensation for the land reversion.

The fact is lost sight of that land values will increase by leaps and bounds the moment the malloos are completed, and that such increase in values will more than make up for the loss of the areas that had to be relinquished.

However, in days to come, the Shuikwán gentry will doubtless appreciate the value of progressing with the times.

H.K.V.D.C. CONCERT.

THE PROGRAMME FOR FRIDAY.

The second of the series of promenade concerts, arranged by the Hong Kong Volunteer Defence Corps, takes place at Volunteer Headquarters on Friday next, when the band of the 2nd Batt. King's Own Scottish Borderers will, by land permission of Lieut. Col. L. J. COMPTON, C.M.G., D.S.O., and Officers, sustain the main part of the programme. The soloist on his occasion will be Mrs. V. Carnegie (contralto).

The programme will be as follows:

1. Marche Heroique—"Szabadi" Massenet.

2. Rhapsodie—"Slavonic" Friedemann.

3. Song—"Softly Awakes My Heart" Saint-Saens.

(Mrs. Carnegie).

4. A Dervish Chorus in the Soudan Sobek.

5. Selection—"Iolanthe" Sullivan.

6.—Aloha Septette.

(Interval)

7. Selection—"The Desert Song" Romberg.

NEW CONSTITUTION FOR THE REPUBLIC.

FIFTH PLenary SESSION IN DIFFICULTIES.

JAPANESE TROOPS WITHDRAWN FROM TIENSIN.

WIRELESS COMMUNICATION IN CHINA.

The question of China's wireless communication has been the subject of a resolution by the Committee on the Systematisation and Regulation of Communications Contracts. In accordance with two agreements made by the defunct Peking administration, a virtual monopoly in wireless communication in China was granted to Japan and to an American Radio Corporation. The reasons put forward for the nullification of these agreements are, among others, that the contracts entered into by the Peking regime never received the necessary sanction, and that the contracting parties have taken no action as a result of the agreement. The American company has done nothing, while the station erected by Japan is useless.

The Fifth Plenary Session has been advised to take immediate steps to form a committee to draft a provisional constitution for the Republic of China. This will be submitted to the Third National Congress of Kuomintang delegates. It is recommended that the constitution shall contain definitions of the rights of the people, the organization of the Central Government, relations between Central and local Governments and the powers of the latter, and the relationship between the Party and the Government.

The Fifth Plenary Session is still faced with great difficulties owing to the refusal of the right wing leaders to attend. Though Marshal Li Tsai Hsin is still at Tangshan, his representative has held a secret conference with Chiang Kai Shek and others which is reported to have an important bearing on the future of the Session.

CHINA'S CONSTITUTION.

[THROUGH REUTER'S AGENCY.]

NANKING, Aug. 14th.

The Law Codification Bureau has recommended to the Fifth Plenary Session the immediate formation of a committee to draft a provisional constitution for the Republic of China for submission to the Third National Congress of Kuomintang Delegates.

The Bureau proposes:—
1. That the Fifth Plenary Session appoint a number of its members, together with several legal experts, to form "a drafting committee for a provisional constitution of the Republic of China," responsible for the formulation within a specified period of a provisional constitution for the Republic.

2. That the provisional constitution shall contain a definition of the rights and obligations of the people, a definition of the regulation of the organization of the Central Government, a definition of the regulation of the relationship between the Central and local governments (outlining the powers, functions and organization of local governments), and a definition of the regulation of the relationship between Party and Government.

3. That the final form of the draft shall be decided by the Fifth Plenary Session, and be submitted to the Third National Congress for approval and adoption, and thereafter be promulgated by the Nationalist Government.

TROUBLES OF PLENARY SESSION.

(Wah Tsu Yat Pao).

SHANGHAI, Aug. 14th. The Plenary Session is still facing the difficulty of overcoming the recent split. Chang Ching Kiang, Li Shih Cheng, Wu Chie Fei and other moderate Executive members have not followed Marshal Chiang Kai Shek to Nanking, while General Li Chung Jen, of the Kwangsi Clique, is staying in Shanghai on the excuse that he is suffering from eye disease.

Marshal Li Tsai Hsin is still staying at Tangshan although his right hand man, Mr. Tai Chi Tao, has returned to Nanking, and is reported to have had a secret conference with Marshal Chiang Kai Shek, Tan Yen Kai, Yu Yiu Jen and others in Nanking yesterday afternoon. The result is not known, but it is expected to have some important bearing on the future of the Plenary Session.

FALSE REPORT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Aug. 14th. Chang Ching Kiang and Li Shih Cheng did not accompany Chiang Kai Shek to Nanking this morning, as reported earlier.

LEGISLATIVE INSTITUTION.

(Wah Tsu Yat Pao).

SHANGHAI, Aug. 14th. A Nanking report says that the Nationalist Government will be authorized by the Plenary Session to form a Legislative Institution which will correspond to parliament. Mr. Hu Han Min has been nominated to the presidency of the institution.

YANGTSE RIVER DISASTER.

STEAMER SINKS WITH ALL HANDS.

SEVERAL HUNDRED LOST.

[THROUGH REUTER'S AGENCY.]

HANKOW, Aug. 14th.

It is reported from river that the Chinese steamer *Hsinhsutung* on her way to Ichang from Chungking struck a rock in the rapids and sank with all aboard.

There are no details, but it is believed that several hundred lives have been lost.

FRANCE'S REVENUE.

ENCOURAGING OUTLOOK.

[THROUGH REUTER'S AGENCY.]

PARIS, Aug. 14th.

The revenue returns for July totalled Frs. 4,200,000,000, showing an increase of Frs. 373,000,000 on budget forecasts.

For the first seven months the revenue totalled Frs. 23,927,000,000, showing an excess of Frs. 1,672,000,000 on forecasts and of Frs. 916,000,000 on the same period of last year.

A MISTAKEN REPORT.

ICE DAM STILL HOLDING.

[THROUGH REUTER'S AGENCY.]

SIMLA, Aug. 14th.

The Punjab Government states that the ice dam at Shayok has not burst.

It explains that the report published yesterday was based on a fire seen in the neighbourhood which was mistaken for one of the beacons which was to signal the bursting of the dam.

BOARD OF TRADE FIGURES.

THIS YEAR AND LAST.

[BRITISH WIRELESS SERVICE.]

ROOBY, August 13th.

British exports for July amounted to £20,835,000, being an increase of £1,419,000 compared with the previous month and an increase of £4,763,000 compared with July last year.

In the first seven months of this year, exports have increased by over £7,500,000 compared with the same period of 1927.

The imports for July amounted to £25,468,000, showing a decline of £3,901,000 compared with June.

For the seven months of this year the imports show a decrease of nearly £10,000,000 compared with the corresponding period of last year.

JAPANESE TROOPS WITHDRAWN.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 14th.

The Imperial sanction has been obtained for the withdrawal of five companies of infantry from Tientsin.

It is expected that the withdrawal of the Sixth Division from Shantung will also be ordered shortly, as otherwise it will be necessary to organise winter quarters.

LOAN FOR MANCHURIA.

[THROUGH REUTER'S AGENCY.]

TOKYO, Aug. 14th.

It is understood that the Finance Department through the South Manchuria Railway, is considering issuing a loan of about 50,000,000 yen on the domestic market, after the situation in Manchuria has been stabilized. The Department intends to advance the proceeds of this loan to the Mukden Government for industrial and railway development.

LATVIAN MATCH MONOPOLY.

ALLEGED SWEDISH ATTEMPTS.

A FORGED LETTER.

[THROUGH REUTER'S AGENCY.]

RIGA, Aug. 14th.

Several arrests are imminent arising from the newspaper publication of a facsimile of a letter, alleged to have been written by the Swedish Match Company to its representative here, in which a payment of £10,000 to the Minister of Finance and a local solicitor is mentioned in connection with efforts to obtain a monopoly in Latvia.

The police are actively searching for the original from which the facsimile was taken.

It is admitted that the letter heading and the signature of the Director at the foot are genuine, but the text is only pasted on the paper and is found to be a forgery. The newspaper which published the document represents the opposition which is campaigning against the proposed monopoly.

DERELICT PLANE IN ATLANTIC.

WRECKAGE SIGHTED BY VESSEL.

FRUITLESS SALVAGE ATTEMPTS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 14th.

A report has been received from the British s.s. *Seapool* on the arrival of the vessel at St. John's, Newfoundland that while steaming for St. John's on Sunday night, some 600 miles to the north-east of St. John's, an aeroplane was spotted from the bridge.

The machine was floating with one wing and a large portion of the fuselage awash. Efforts to salvage the plane failed owing to the darkness.

THE RETURN FLIGHT.

MURDOCH SETS OUT.

[THROUGH REUTER'S AGENCY.]

CAPE TOWN, Aug. 14th.

Capt. Murdoch has started on his return flight to England.

GERMAN FLYING ENTERPRISE.

EUROPE TO FAR EAST.

OVERLAND AIR ROUTE.

[THROUGH REUTER'S AGENCY.]

Moscow, August 13th.

In order to demonstrate that possibilities of an overland air route between Europe and the Far East, the Soviet Government has accepted the offer of the German aviation firm, Luft Hansa, to make two flights from Moscow to Irkutsk and back.

The German firm will co-operate with the Russian Dnieper air service, which is already operating over a part of the route.

REVOLUTION IN MINATURE.

QUARREL OF TWO DIAMOND DIGGERS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 13th.

The Brazilian Legation has issued a statement regarding the report that a revolution had broken out at Matogrosso, in which the Minister states that the stories are without foundation.

The Minister adds that it is possible that a personal dispute between two diamond diggers has been exaggerated.

LONDON'S PERIL FROM THE AIR.

BOMBERS PENETRATE DEFENCES.

THRILLING NIGHT ATTACKS.

[THROUGH REUTER'S AGENCY.]

LONDON, August 14th.

Seventy bombing aeroplanes attacked London. Seventy-two single-seater fighters were sent up to engage them, and the heaviest fighting followed, but it is not yet possible to assess the casualties. Some of the bombers succeeded in reaching London.

A terse official communiqué thus summarises the first (daylight) phase of the London air manoeuvres, which are to last throughout the week, in the form of day and night operations.

Only two out ten daylight bombing raids on London yesterday by the "Eastland" enemy forces were successful, the raiders "bombing" the petrol depot at Beckton, Essex, and the stores depot at Kidbrooke.

Havoc in Richmond Park. The raiders at night time, however, succeeded theoretically in causing havoc in Richmond Park.

Reuter's special correspondent, who flew in the leading machine of the enemy squadron, reports that they crossed the coast at Shoreham at 9.30 in the evening at an altitude of 9,000 feet and travelling at a speed of 110 miles an hour.

They were picked out by searchlights as they passed the ring of London's defences, but did not encounter any defending planes.

They descended to 1,000 feet over the Park, and released a hail of "bombs," after which they returned safely to the base in Hampshire. Hitherto the Eastland forces have suffered six casualties, the defending aircraft have "brought down" two of their machines and another has been forced to land undamaged.

HARVESTERS FOR CANADA.

4,500 ALREADY ON THE WAY.

QUICK WORK.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 13th.

The Ministry of Labour announces that the Canadian Government authorities have now accepted 10,000 men under the scheme whereby that number of unemployed was to be assisted to go to Canada for harvest work.

No fewer than 4,500 men have already sailed for Canada. This result has been achieved in the short space of a week by the close co-operation of the Canadian authorities, the steamship companies and their agents, and the Employment Exchanges.

MOROCCAN COAL FIELD DISCOVERED.

IMPORTANT FIND.

TRANS-SAHARA RAILWAY.

[THROUGH REUTER'S AGENCY.]

CASABLANCA, August 14th.

Important coal deposits have been discovered to the south of Oudjda. The field has been prospected and is estimated to cover about 1,172 square miles, with a stratum 4 feet thick at a shallow depth.

The discovery is most important in view of the proposed construction of the trans-Sahara Railway. Large quantities of manganese have also been found between Taza and Oudjda.

MOURNING RADITCH'S DEATH.

COMMUNISTS TAKE ADVANTAGE.

[THROUGH REUTER'S AGENCY.]

VIENNA, August 13th.

It is reported from Belgrade that the Jugoslav Parliament has unanimously voted in favour of the ratification of the Nettuno Conventions with Italy.

A message from Zagreb states that the Police has arrested a number of Communist agents, who will be charged with taking advantage of national sorrow to promote unrest.

SPEEDING UP THE MAILS.

EXPERIMENT ON ATLANTIC.

PLANE CATAPULTED FROM LINER.

[REUTER'S AMERICAN SERVICE.]

New York, August 13th.

The Transatlantic mail arrived in New York twenty-four hours earlier than usual to-day, as the result of the successful inauguration of the sea and air delivery service.

The mailbags were placed on a seaplane on board the French liner *Ile de France* at Havre.

At one o'clock this afternoon while the liner was still 450 miles from the American coast, the seaplane was catapulted from the decks and alighted in New York at 5.10 p.m. this evening.

A similar service will be maintained on both sides of the Atlantic from now on.

NATIONALISTS IN INDIA.

NEW CONSTITUTION DRAFTED.

FULL DOMINION STATUS.

[THROUGH REUTER'S AGENCY.]

BOMBAY, August 14th.

A demand for Dominion status in the fullest degree is being made by the Indian Nationalists, a group of politicians headed by Motilal Nehru, Sir Tej Bahadur Sapru and Sir Ali Imam having drafted a Constitution on behalf of the Swajazis.

The scheme has been submitted to the President of the National Congress. The Constitution drawn up demands *inter alia* the grant of Dominion status to India; the transference of political power from England to the people of India, and the establishment of a two-Chamber Parliament with supreme authority.

Among other proposals is a request that the Governor-General and the various Provincial Governors should be given the same status and privileges as the other British Dominions.

The document also suggests the establishment of an Indian Defence Committee to assume control of the fighting services.

HARROW BOYS AS ENGINEERS.

MAKING OWN MACHINES IN THE SCHOOL.

Harrow School is shortly to become self-supporting in everything mechanical. When the addition of a foundry and a testing shop to the existing workshops has been completed, it will be possible to make anything from a pin to a 5-h.p. engine.

The improvements will cost about £2,300 and are the result of a growing interest taken in all branches of engineering.

More than 50 boys are now working in the shops. They are able to learn electrical and steam engineering, as well as carpentry and woodwork. The work is mainly voluntary, though some of it is done in school hours.

"It will soon be possible for the boys to make complete engines up to 5-h.p.," said an instructor to a *Daily Mail* reporter. "Hitherto we have not been able to make the actual castings themselves. The boys often take the engines they make home and use them for pumping water and supplying power to small workshops and for similar purposes."

"They will certainly be in a position to produce engines useful in the Harrow School or anywhere else, but as they are their own they will probably prefer to take them home."

POLICE METHODS ENQUIRY.

ROYAL COMMISSION APPOINTED.

OUTCOME OF SAVAGE CASE.

[THROUGH REUTER'S AGENCY.]

London, Aug. 13th.

As promised by Sir William Joynton-Hicks, the Home Secretary, following the disclosures in the sensational Hyde Park case in which Sir Leo Chiozza Money and Miss Irene Savidge were involved, a Royal Commission has been set up to enquire into Police methods.

The personnel is as follows:—
Viscount Lee of Fareham, who was chairman of the Committee on Police Pay and Pensions, in 1923.

Sir Reginald Lane-Poole, the well-known historian, who was knighted on the King's Birthday this year.

Sir Howard Frank, the head of the famous auctioneering firm of Knight, Frank and Rutley, previous Director-General of Lands for the War Office.

Dame Meriel Talbot, the Intelligence Officer of the Overseas Settlement Department.

Lord Ebbisham, formerly Sir Rowland Blades, who was Lord Mayor of London in 1928-29.

Mr. J. T. Brownlie, the President of the Amalgamated Engineering Union.

Mr. Frank Pick, the Administrative Chief of the London Underground Railways group; and

Miss Margaret Bevan, who is the present Lord Mayor of Liverpool.

The Commission will consider *inter alia* the practice followed by the Police in interrogating or taking statements from persons interviewed during investigations of crime, and also the functions of the Director of Public Prosecutions.

POLICE BESIEGE CONVICT.

SHOTS AT FORMER WIFE.

JEALOUSY AT HER ENGAGEMENT.

BERLIN, July 25th.

A battle between Albert Flattau, an escaped criminal, and a body of police raged for two hours this morning in the courtyard of a house in Monbit, a working-class suburb of Berlin.

Flattau had escaped from the prison at Brandenburg, where he was serving a sentence for robbery and for firing at a policeman who surprised him and his gang while breaking into a jeweller's shop.

After escaping, Flattau came to the home of his wife, who had divorced him when he was sent to prison, and begged her to shelter him. There he found a workman from the United States, Martin Von Halden, to whom Frau Flattau became engaged two months ago.

At 3 o'clock this morning he returned, and when Frau Flattau opened the door cried, "You have betrayed me," and fired a shot at her. It missed, and as she fled shrieking with her child in her arms he fired again and again without effect.

Shot 11 times. Von Halden rushed out of his room and was met by Flattau, who shot him eleven times. Frau Flattau gave a quantity of her blood for transfusion, but no hope is entertained of Von Halden's recovery.

A man who rushed from another flat to try to overpower Flattau was also shot down and is in hospital. When the police arrived Flattau fired a volley at them and rushed up a narrow staircase of the house and attempted to enter by a window.

Flattau's shots forced them to abandon the attempt. Flattau took shelter in an attic and erected a barricade of boxes and furniture, from behind which he kept up a constant fire at the police.

They were forced to climb to the roof to carry on the siege. After two hours Flattau cried that he would stop firing. He was exhausted from wounds he had received and was arrested.

PRINCE CAROL IN BELGIUM.

BRUSSELS, July 26th.

This morning in the Roman Catholic chapel attached to the Hotel d'Ardenne, Houyet, where he is staying, Prince Carol of Rumania caused a special Mass to be celebrated in memory of his father, to-day being the first anniversary of King Ferdinand's death. There was no Rumanian service available to celebrate the service according to the rites of the Orthodox Church.

In addition to the Prince, who was greatly affected during the service, there were present Mme. Lucescu, M. and Mme. Joneescu, and 18 other persons, mostly Rumanians.

GOLF.

ROYAL HONG KONG GOLF CLUB.

FANLING.

Captain's Cup—4th-6th August.
R. H. Hollis 83-10-73 qualifies.

Other scores:
A. H. Ferguson ... 51-3-78
A. Leach ... 88-10-78
H. A. Lamont ... 94-15-79
23 entries.

Bogey Pool—4th-6th August.
F. A. Redmond (6) 1 up wins.
9 entries.

HOCKEY.

The Machine Gun Company, H.K.V.D.C., are playing a return match with the K.O.S.B. Sergeants' Mess at Murray Parade Ground at 5.45 p.m. sharp on Monday, August 20th. Machine Gunners will play in whites and be represented by the following:—W. J. Lockhart Smith, O. E. C. Martin, H. V. Parker, D. A. Rushton, E. J. R. Mitchell, T. S. D. Whitely, H. Owen Hughes, V. W. L. Stanion, C. C. Francis, G. R. Vallack and G. P. Lammert. Reserve: K. H. Baiger.

SHOCK FOR RED AGITATORS.

TOLD TO FIND MORE MONEY.

NO FREE RETURN TICKETS.

Riga, Latvia.
Because Stalin, the virtual Dictator of Russia, has refused to open the coffers of the Bolshevik treasury to supply delegates to the Communist International Congress with large funds for secret revolutionary activities abroad, there is dissatisfaction among the high-grade Communist agitators who are at present attending the congress in Moscow.

Some delegates even complain that while their railway fares were paid to Moscow, they were expected to pay their own fares back. In the lobbies of the congress the chief theme of discussion is how can world revolution be arranged without money, and plenty of it.

Value For Money.
Stalin's instructions to the conference that further subsidies would not be forthcoming unless the members could produce revolutionary crisis is causing much bitterness. His action in putting the world revolution upon a self-supporting basis is due to the decrease of revolutionary propaganda during the past two years.

Since the expulsion of Zinovieff as leader of the Communist International this institution has been feeling the pangs of poverty, practically all its resources being expended in entraining the staff of agitators in such countries as India and China.

While the pleas of the Eastern delegates for funds obtain a sympathetic ear, the requests from Europeans receive the curt order to raise funds.

WESTMINSTER ABBEY VANDALS?

CHIPS IN STONEWORK AT MAIN ENTRANCE.

Who are the vandals who chip away the stonework of Westminster Abbey and carry away the pieces as mementoes? asks a Home paper of July 21st.

Within the last week or two several large chips have appeared on a column to the left of the main entrance to the Abbey, while some of the carved stonework, less than a foot from the ground, looks as though pieces had been hacked away with an instrument.

No one has apparently seen these vandals at work. A police constable on duty outside the Abbey told a reporter that he had never seen anyone doing it. When shown the white chalks in the grey stone he declared that he had not noticed them before.

An official of the Abbey said: "There is not nearly so much of this sort of thing as there used to be, there are too many keen eyes watching. We have often had requests for pieces of stone to make souvenirs for churches, and we have sent them, during repairs, even as far as America. It is possible that it was not the work of vandals, but merely the effect of the weather on the stone."

But the three gables in one pillar appear too clean cut and new for that.

THE LAST TEST.

WEST INDIES COLLAPSE.

ENGLAND'S EASY WIN.

[THROUGH REUTER'S AGENCY.]

London, Aug. 13th.

England was in a very strong position as the result of two days' play in the last Test match, as the West Indies were 139 runs behind with 6 wickets to fall in their second innings.

In reply to a score of 238, England had made 155 for one wicket on Saturday. Sutcliffe had been dismissed for 83, and Hobbs was 89 not out. On Monday Hobbs raised his score to 139 before losing his wicket, while other leading scorers were Ernest Tyldesley 73 and Tate 54. The innings closed for 438. Griffith with 6 for 103 and Francis (4 for 112) shared the wickets.

The West Indies, faced with the task of making 300 to avoid the innings defeat, started disastrously, and had lost 4 wickets for 81 at close of play.

The end was not very long delayed on Tuesday, Martin (41) being the only batsman to offer any resistance. The innings closed for 129, leaving England the winners by an innings and 71 runs.

The bowling figures were:—
Lawwood ... 3 for 41
Tate ... 3 for 27
Freeman ... 4 for 47

CANCER IN TALL PEOPLE.

SIGNS THAT THEY SUFFER MOST.

SIX-MONTHLY TESTS AFTER 40 URGED.

Striking statements on cancer were made at the concluding discussions at the International Conference organised by the British Empire Cancer Campaign at the Royal Society of Medicine, Wimpole-street, London, W.

Some of the points made by the speakers are:—

Sir THOMAS HORDER, Physician-in-Ordinary to the Prince of Wales:—

The significance of dyspeptic symptoms in adults who have been previously free from them can scarcely be emphasised too much. It is a clinical fact of fundamental importance that, again and again, we find the early symptoms of cancer of the stomach and colon arise as the first deviations from the normal in regard to the digestive functions.

A Local Disease.

Sir BENJAMIN MOYSEWITZ, the famous surgeon:—

We should emphasise that cancer is a local disease always to that there is no exception—and where it is accessible it is always curable. The public itself needs education. The fear of cancer is the king of terrors. If we tell the people the truth—that it is not cancer they need fear but the dread of cancer—the truth will set them free.

Dr. EDMUND SPENCER, of Ruthin Castle:—

If in middle-aged or elderly people a new dyspepsia does not go after six weeks of treatment the person should find what the indication is. Not every case of dyspepsia should be regarded as cancer, but after six weeks if it is still present, both patient and doctor should be roused to lose no time.

Professor D. P. D. WILKIE, of Edinburgh:—

It is generally becoming borne in on the profession and the public that when an individual reaches the age of 40 it is desirable that a medical examination should be carried out once every six months to determine that all is well and to exclude the presence of disease in an early stage.

Racial Comparisons.

Professor A. PITT-RIVERS, of Geneva:—
The higher cancer rate of London compared to New York must be due to a higher proportion in London of the Nordic type. There appeared to be much more cancer in the northern countries than in the southern. Although the anthropological records are very inadequate in the British Isles, comparisons show that the tallest human groups seem to show the highest rates of mortality from cancer.

One thing that statistics at this conference have shown is that there are no statistics definitely pointing towards a differentiation in mortality from cancer between meat eaters and non-meat eaters.

THE SECOND TEST MATCH.

ONE-SIDED GAME.

MODERATE QUALITY CRICKET.

ENGLAND'S SINGLE INNINGS WIN.

Dull, melancholy dull. That is a fair description of the West Indies innings. It had been said with a good deal of reason that the team have lost several of their matches because they have little control over their batsmanship. They have indulged recklessly in the hit-or-miss game; but the contrary was the case on the first day of the second test match, at Old Trafford. It was as if they had made up their minds that they could not win but were determined to do their best to fight for a draw.

So they settled down to stone-wall. In vain V. W. C. Jupp, J. C. White, and Freeman tossed the ball farther and farther up to the batsmen, even to the extent of sending glaring half-volleys naked and unshamed. The batsmen were adamant.

Bad Judgment in Ending.
England's captain, A. P. F. Chapman, was slower to change his bowling than is his custom, and he was a long time before he realized that Freeman and White have their possibilities. It must be said, however, that the opening pair, Tate and Hammond, for a long period beat the batsmen frequently without hitting the stumps.

Bad judgment in rushing out the West Indies their first wicket, after an hour had passed with only 49 runs in the score-book. No one with judgment tries for a sharply run single when the ball is hit straight to Hobbs. He may be 40 years of age. But he has not lost the knack of picking up the ball and returning it in one action. That's what happened when Challenger was run out.

L. K. Constantine Falls.
A team who have won popularity because of their brightness suddenly scorned their natural gifts and played as if they had all reached the age of 80.

O. C. Scott was brighter than some of the others, but the only West Indies batsman who put the bat against the ball with any vigour was C. R. Browne. In a few merry minutes he hit up 23 out of 25.

Considering the elaborate care taken, a total of 206 was very poor on so good a wicket, and before the day was over Hobbs and Sutcliffe had hit off 84 of the small total.

Although they gained a big lead on the first innings, the England team did not cover themselves with glory.

To begin with, the batting was generally dull. The West Indies fielding was not so good as usual, although things of brilliancy were done, and it was perhaps because the fast bowlers kept the ball so frequently well outside the off stump that runs came at times very slowly from the England team.

The fast bowlers in this case were more energetic than accurate, and the slow-medium, well-devised bowling schemes of C. R. Browne provided some of the most interesting cricket of the day.

England had one piece of bad luck. A. P. F. Chapman, after making only three runs, strained a muscle and it is doubtful if he will be able to play for some time. In his absence J. C. White captained England when the West Indies went in for their second innings.

Hobbs Takes Chances.
It was very interesting cricket by which Hobbs and Sutcliffe brought England's total from 64 to 119 before the first wicket fell in the morning. They did not exactly hit the ball hard and often, but they made good strokes and incidentally they made some bad strokes.

Jardine started well; but after a time he showed more style than effect against the fast bowlers. His strokes were academically correct—perfectly straight feet, placed in strict accordance with the text book—but he could not get the ball past the fieldmen except by means of an occasional single.

Nor was Hammond in his happy mood, although the pitch was again of the superlative type—25 yards of marl-faked perfection, in fact.

Presently the game brightened. Jardine began to play beautiful cricket of the behind-the-wicket type. He deflected rather than hit. But just when he seemed set for a century he was run out through no fault of his own. It was Jardine's call, but Tate suddenly seemed to suffer from a fit of absent-mindedness. He stood still like a figure of wax. Jardine was at the same end with him. Tate did not leave his crease, and Jardine had no chance to get to the other end again. It was one of cricketers' blunders which inevitably happen now and then.

After that England's innings had little of distinction. Tate, obviously upset by the run-out episode, made a few fine strokes and a number of poor strokes. V. W. C. Jupp was pover happy, and White often mistimed badly in the course of his 51. It was all rather inglorious.

THE LAST THINGS.

The West Indies made a very bad start when they went in a second time, since they lost their first two wickets for two runs.

J. C. White and Freeman bowled their aces so cunningly that batsmen after batsman was guilty of blitting at the wrong type of ball, often the trap was obviously baited—the book should have been seen in most cases behind the wicket, as it were, by the sort of eyes that are considered good enough for Test matches.

But discretion was rare and the match was ours long before the luncheon interval.

The English fielding was better than on the previous days, and one of the best memories of the match was left by the catch with which Hammond caught Griffith in the slips. The ball was travelling at the speed limit, wide of the fieldman, but Hammond with a lightning like jump managed to get his hands to it.

West Indies.

First Innings:

G. Challenger, run out	24
C. A. Roach, lb.w., b Freeman	51
E. H. Martin, run out	20
W. H. St. Hill, c Jupp, b Tate	13
E. L. G. Hoad, lb.w., b Jupp	13
H. K. Nunes, b Freeman	17
L. N. Constantine, lb.w., b Jupp	4
C. R. Browne, c Whyall, b Freeman	23
O. C. Scott, c Chapman, b Freeman	29
G. N. Francis, b Freeman	1
M. C. Griffith, not out	1
Extras	17
Total	206

Second Innings:

G. Challenger, c Elliott, b Hammond	0
C. Roach, c Jardine, b Tate	0
F. R. Martin, c Hammond, b Freeman	32
W. St. Hill, c Hammond, b White	38
E. L. Hoad, lb.w., b Freeman	4
G. Francis, c Tate, b Freeman	0
H. K. Nunes, c sub, b Freeman	11
L. N. Constantine, c Sutcliffe, b Freeman	18
C. R. Browne, c Elliott, b White	7
O. C. Scott, not out	3
H. C. Griffith, c Hammond, b White	0
Extras	0
Total	115

Bowling—First Innings:

Tate	35	13	68	1
Hammond	6	2	16	0
Freeman	23	18	54	5
Jupp	18	5	39	2
White	13	6	12	0

Second Innings:

Tate	9	4	10	1
Hammond	6	0	23	1
Freeman	18	5	39	5
White	14	4	41	3

Fall of Wickets—First Innings:

1/48, 2/100, 3/105, 4/111, 5/129, 6/133, 7/159, 8/189, 9/203, 10/206
--

Second Innings:

1/0, 2/2, 3/17, 4/37, 5/71, 6/79, 7/93, 8/108, 9/115, 10/115
--

First Innings:

Hobbs, c St. Hill, b Browne	53
Sutcliffe, c Nunes, b Griffith	84
Tyldesley (E.), b Browne	3
Hammond, c Roach, b Constantine	63
J. C. White, not out	12
Elliott, lb.w., b Scott	0
Freeman, lb.w., b Scott	0
Extras	25
Total	251

Bowling—First Innings:

Freeman	23	4	23	0
Constantine	25	7	22	2
Browne	25	2	72	2
Griffith	25	7	60	3
Scott	9	2	0	2

Fall of Wickets—First Innings:

1/110, 2/124, 3/131, 4/251, 5/285, 6/311, 7/328, 8/351, 9/351

MEDIUM'S WHITE CHIEF.

LIVED 400 YEARS AGO.

BUT TALKS AT HER SEANCES.

HER STORY IN FORTUNE TELLING CASE.

Mrs. Cantlon, the Spiritualist medium, went into the witness-box at Westminster Police Court when the proceedings were resumed before Mr. Oulton of the case in connection with the London Spiritualist Alliance, Ltd., of Queensberry Place, South Kensington, S.W.

Mrs. Cantlon, who is engaged by the Alliance, is charged with having on three dates "professed to tell fortunes," and Miss Mary Phillimore, secretary of the Alliance, is charged with "aiding and abetting, counselling and procuring."

The White Chief of the Sioux Tribe, who, Mrs. Cantlon said, was her "control," again figured prominently in the proceedings. Mrs. Cantlon said she existed 400 years ago, and she believed that his spirit would attend in Queensberry Place at any hour of any appointed day.

Sir Patrick Hastings, K.C., representing Miss Phillimore, said that Sir Oliver Lodge and Sir Arthur Conan Doyle would probably be called as witnesses.

"I WAS UNCONSCIOUS."

MRS. CANTLON DENIES ALL KNOWLEDGE OF HER TALK.

When the proceedings were opened Sir Patrick Hastings, K.C., said that he now appeared only for Miss Phillimore. Mrs. Cantlon was represented by her solicitor, Mr. Bullock.

Miss Lillian Wyles, inspector of women police, who in the Savidge inquiry was referred to as the Scotland Yard "comforter," was cross-examined by Mr. Bullock.

"Are you a believer in spiritualism?" he asked.

Miss Wyles: I do not believe in it.

Was your object in visiting Mrs. Cantlon to secure evidence upon which to found a conviction?—Not at all.

When Mrs. Cantlon experienced the convulsive jerk was it your impression that she was acting?—No, I should not like to say she was acting. It was very naturally done. [At the last hearing Miss Wyles said that Mrs. Cantlon, after leaning back in the chair, gave a convulsive movement.]

Do you consider that the condition of Mrs. Cantlon after the convulsive jerk was one which could be readily simulated by an impostor?—Yes, I think so.

Was your impression of the interview with Mrs. Cantlon that she was an impostor?—Well, she did not tell the truth.

Mr. Roome: Did you go with any other object than to observe what took place at the sitting and to make a true report?—That was my object.

Police-woman Violet Ritchie, attached to Bow Street Police Station, gave evidence of visiting the house in Queensberry Place.

Miss Phillimore, she stated, said to her:—

"Don't expect too much for the first time. Don't be too critical; the result will be much more satisfactory if you try not to become excited. As this is your first sitting, Mrs. Cantlon may do autograph writing for you, but she sometimes goes into a trance."

Miss Ritchie said that Mrs. Cantlon said to her: "You look as though you can dance. Are you on the stage?" She replied: "I am not on the stage, but my sister is."

Mrs. Cantlon then shut her eyes, leaned forward, and began to breathe heavily. She said her control was the White Chief. "Speak to him and he speak to you," Mrs. Cantlon changed her voice and spoke in broken English. She said: "White Chief, speak, lady. I got the name Bobbie."

"How queer. That is my nickname," Miss Ritchie said she replied.

Mrs. Cantlon, Miss Ritchie said, continued: "I see your sister dancing. She is fair and slim, with a lot of paint on her face. She has a delicate chest. I am pleased to see her because she loves you. This is how she has a mercurial temperament."

Mr. Roome: Has your sister a delicate chest?—No.

Mrs. Cantlon then asked: "Do you recognise the name Gerald?" She (Miss Ritchie) replied: "No," and she said: "Yes."

Joined the "Other" Choir.
Mrs. Cantlon told her that "Arthur" used to sing well in life. He has now joined the choir in the other world.

Mr. Roome: Was any choir specified?—She said in the other world.

Yes, but is there only one choir? Miss Ritchie said that she only knew an uncle whose name was Arthur, and he died before the war. He was not a good singer during his lifetime.

Mrs. Cantlon asked her: "Is your husband a Jew?" She did not answer, and Mrs. Cantlon then proceeded: "I see a man of medium height, dark hair, fat, dark eyes, and an aquiline nose—he is your husband. He is a man of business with plenty of money. He is fond of you, but awfully jealous."

Mr. Bullock, for Mrs. Cantlon, said:—

She is an earnest believer in spiritualism, and has practiced as a trance medium. Everything she has done has been bona fide in the exercise of her function as a spiritualist and trance medium. She has devoted valuable years of her life to the study of spiritualism.

It is well known to spiritualists that Mrs. Cantlon has assiduously developed "mediumistic" powers. She claims that she is able to pass into a state of self-induced trance, which in its deeper stages involves complete unconsciousness.

Mrs. Cantlon and her sister being the only individuals in the room, it follows that she is quite unable to confirm or deny any statements made by the witness to what took place during such periods or as to any behaviour on her part throughout that condition.

Mr. Bullock said that provided any charges as to Mrs. Cantlon's veracity and honesty were withdrawn, he would be willing to advise her to plead guilty to a technical offence.

Mr. Oulton: On the evidence before me I should hesitate to come to the conclusion that there was an intention to deceive. I do not think the evidence is sufficiently strong for that.

Mr. Roome said that he could not see his way to withdraw the suggestion that Mrs. Cantlon was an impostor.

Mrs. Cantlon's Evidence.
Mrs. Cantlon, in the witness-box, said that she first took an interest in spiritualism 43 years ago and had devoted 45 years to the study of developing mediumistic powers.

Mr. Bullock: Is your object in devoting your life to spiritualism to prove the fact of the reality of a life beyond the grave, through mediumship?—Yes.

Mrs. Cantlon said that she did not rely on fees.

Mr. Roome (cross-examining): Do you think it honest to charge 17s. 6d. to Miss Wyles for the information you gave her?—I did not charge it. The fees are nothing to do with me. The fees are in the hands of Miss Phillimore.

She added that she received 12s. 6d.

Do you think that honest for the information you gave?—I do not know what information I gave. I was unconscious.

Can you tell the court anything about the White Chief?—I have never seen him. I only know about him from what my sisters tell me.

Did he ever live?—Certainly. He was a member of the Sioux tribe about 400 years ago, when the white settlers first went into his country.

"He Will Come."
Do you tell the court that the spirit of this native who lived 400 years ago is prepared to attend at 16, Queensberry-place by appointment at any hour of any day of the week?—Yes, I do. I know that he has me as an instrument, and that he will come.

Don't you think it stupid that he should not have seen that Miss Wyles was a police-woman?—No. He was not on the look-out for traps. Understanding psychic mediumship and its science, I am not surprised.

Why should he say he had a husband and proceed to describe him?—I am not in a position to say that I did tell Miss Wyles that.

Do you find that married women come to you over matrimonial troubles?—No. They come for investigation into the spiritual world to find their friends.

Is it not a very safe guess if a married woman comes to you that she is having some trouble with her husband?—No. And in any case I do not guess. This woman came to trap me, and they got what they came with. They got utter futility. I am not surprised, considering the spirit in which they approached me.

You ask this court to believe that you have no knowledge of what you said to this woman?—Yes, I do, most emphatically.

Then why should you ask each of them the time?—That is the first time that I have ever heard of that in any sitting.

Mr. Oulton's Suggestion.
Why should White Chief want to know the time? Did he want to catch the Ghost Train? (Laughter.) Mrs. Cantlon did not answer.

Mr. Oulton indicated that he would be prepared to deal with the case in a lenient way, but Sir Patrick Hastings objected.

If Mrs. Cantlon were convicted, he said, it might mean the end of the Spiritualist Alliance, and he proposed to call a great deal of evidence. He would have to call Sir Oliver Lodge and Sir Arthur Conan Doyle to prove the absolute freedom from fortune-telling in the alliance since its inception.

The case was then adjourned.

"PAY-BEDS" FOR HOSPITALS.

MODERATE-PRICED ILLNESS PLAN.

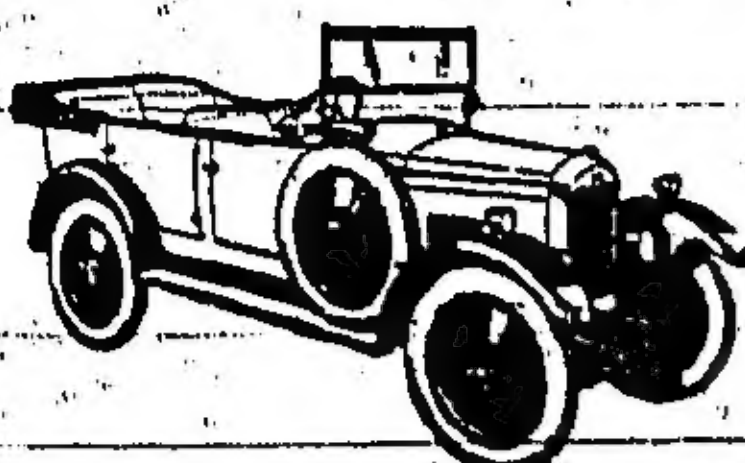
CATERING FOR THE MIDDLE CLASS.

The special committee appointed by the Prince of Wales, as president of King Edward's Hospital Fund for London, to inquire into the question of hospital accommodation for persons prepared to pay more than ordinary voluntary hospital patients, states in a report issued that it has been made abundantly clear that there is an unsatisfied demand for more "pay-bed" accommodation.

The committee, consisted of Sir John Rose Bradford, Sir Bernard Mallet, Mr. V. Warren Low, and Professor Winifred C. Cullis. The late Viscount Hambleden was originally chairman.

New Word Coined.
"Pay-bed" has been coined by the committee because the alternative "paying patients

SINGER
JUNIOR-SENIOR-SIX
A Car for every Purse and Purpose



H.K. \$1,750.

GILMAN & CO., LTD

Immediate
Delivery

THE HONG KONG DAILY PRESS, WEDNESDAY, AUGUST 15th, 1928.

TEL.
K. 290.

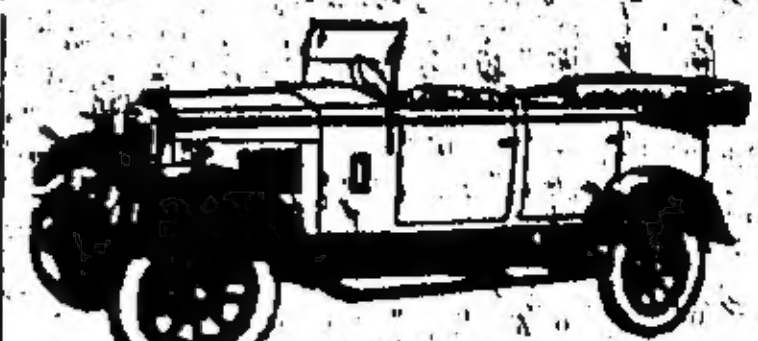
SINGER

TEL.
K. 226.

IMMEDIATE

A Car for every
Purse & Purpose

DELIVERY



H.K. \$2,600.

"Senior" Tourer.

11.9 H.P.
4 Wheel Vacuum Servo Brakes.
Dewandre Steering.

GILMAN & CO., LTD. DURO MOTOR CO., LTD.
21, HONG KONG. KOWLOON.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Hand Signals—The White Line Round Corners—Our Roads "Good"—Street Accidents—Motor Business in Japan—British Cars in America—Motor Cars and Radio Sets in Sweden—Forty Years Old—Car Marks—Running Out—Safety First for Motorists—Berths in British Motor Coaches—Fewer Stables and Fewer Flies.

MOTOR NOTES.

HAND SIGNALS.

CARELESS DELAY MAY
RESULT IN ACCIDENTS.

Driving behind a car in a crowded district is certainly not an enjoyable pastime, and still less so when the driver in front is slow in giving the hand signals. In many cases the drivers neglect to do this duty. The drivers of public vehicles in the Colony are perhaps the worst offenders. Time and again they are guilty of putting out a hand at the very last moment before they turn. The warning should, of course, be given at a reasonable distance from the turn which it is intended to negotiate.

THOSE BABY CARS.

Many papers have had a good deal to say lately about the baby cars that several manufacturers are supposed to be about to build. The Austin Seven has been threatened with a flood of imitations, in type if not in details of design, and we have been told once again that the new models are going to drive the sidecar outfit off the market.

We have heard that before, although without very much effect, and I do not suppose that makers of motorcycle sidecar outfits are losing much sleep—if any—over the present excitement. From what I hear from my friends in the car world it does not look as if the next Olympia Show will be exactly packed with new "Sevens" at competitive prices, and even if it were the sidecar would no doubt hold its own pretty well, as no small car can ever touch it for all-round performance and economy. —"CARBON," in *Motor Cycling*.

THE WHITE LINE ROUND CORNERS.

At nearly every corner on the road to Repulse Bay white lines have been painted. The presence of these white marks certainly gives the driver a feeling of safety that he is within his area and that the unseen car coming in the opposite direction will probably also keep to its side and thereby obliterate any danger of a collision.

A NAME WANTED.

It is curious that so far a single word has not been coined to describe a "filling station." The use of the phrase, says *The Light Car and Cyclecar*, illustrates the conservatism of the national mind. Motorists have never taken kindly to the word "fuel," which is more popularly associated with wood and coal. Nor is the word "depot" any more to their liking, and one can see that "fuel depot" would have no chance of being adopted.

"Gas," as applied to motor spirit, is an alien word which obtains no lodgment in Britain, and "juice" is hopelessly slangy. "Filling station," like *Topsy*, seems to have "grown," and there is certainly no ambiguity about its meaning. Yet "chauffeur" and "garage" came to help us, and perhaps something as slick may be discovered for the newer term.

DRIVING COMFORT.

I suggest, says a writer in *The Light Car and Cyclecar*, that if you had to choose an armchair for a five-hours sitting you would choose one as unlike the average seat of a car as possible. Why? Because your spine when sitting really at ease does not preserve its "fore and aft" curves; it resolves itself into one gentle curve, varying in individuals, and not unlike a very shallow letter C. But on many cars the seat squab is shaped to fit a human back only when held in the position of a Guards' sergeant on parade. No wonder some of us feel fatigued after a couple of hours at the wheel!

The driver's seat squab should be either perfectly flat or slightly concave, and not in any way convex or shaped. It should be tilted back at a slight angle, which should be adjustable. The seat must be made to slide in order to get the comfortable angle of the legs for people of different heights.

AIR LOSSES FROM PNEUMATIC TYRES.

Some laboratory and road tests recently made with pneumatic tyres have led to the opinion that the normal loss of air pressure from a tube as the result of diffusion can be said to be an average of 10 per cent. per week. The subject is one of considerable interest, not only to motorists, but to all users having commercial vehicles equipped with this form of tyre, for, although the tests were carried out with high-pressure and low-pressure tyres used for private cars, the results would probably be practically the same in bigger tyres, as in many of the giants the pressures are correspondingly higher.

It is interesting, says *The Commercial Motor*, to note that as the pressure decreases, due to leakage, so the quantity of air lost also diminishes, but the amount is still 10 per cent. of the pressure. Apart from the diffusion leakage, which is impossible to arrest, there is always the question of that from the valve, and this is often far greater than should be the case. Each time a tyre is inflated the plunger seating, or seal has to be broken to permit the entrance of air and, in some cases, a small particle of dirt mixed with grease is admitted or becomes lodged upon the rubber gasket and prevents the valve from seating correctly; of course, if proper valve caps be employed and kept tight, this should have no effect upon the amount of air lost.

OTHERWISE AN OPTIMIST.

"Dad," said John, "what is a superhuman?"
"He's one, my son," replied his dad, "who can still think of it as a pleasure car while changing a tyre in the pouring rain."
"CONTACT," in *The Motor*.

OUR ROADS "GOOD."

OPINIONS OF LEYLAND AND THORNYCROFT EXPERTS.

COMPARABLE WITH MANY OTHER COUNTRIES.

The writer had the opportunity of meeting representatives of two of our biggest Motor Truck Manufacturers at Home whose productions also include heavy passenger coaches. Both have had experience of roads all over the world and their opinions of our highways are therefore of special interest.

Mr. S. Howard, of Messrs. Thornycroft, Ltd., who is at present assisting in the assembling of five new 35-seater Thornycroft "buses" (U.B. Type) for the Kowloon Motor Bus Company, has travelled extensively in China. He remarked that there are very few places in the Far East which can boast of such good roads as we have on both sides of the Harbour. "It is true," he said, "that the cambering of the corners in many cases need a little attention, but otherwise there is nothing that can be complained of."

His answer to a question about the use of sand at the corners was cynically humorous. His reply was "Oh the Dunlop people are at the back of that!" However, he also remarked that a mixture of tar and another chemical was obtainable from the big Petroleum Companies and could be used in place of the sand. Mr. Howard was very pleased with the road surface at Kowloon, and is of the opinion that it would be possible to run double decker buses without any fear of destroying the road.

Leyland's Representative.

Lt.-Col. B. Woodhouse, O.B.E., the representative of the Leyland Motors, Ltd., for the Far East and Australia, has been out East for a little over six months and is very satisfied with the manner in which the British motor industry is progressing in the East. Mr. Woodhouse, as he prefers to be called, has been associated with the motor industry for some 30 years, and during the Great War was attached to the Royal Artillery Section and "looked after" the tractors and other motors for hauling guns. He has spent a few years in Australia and made one or two interesting references to the motor trade "down under."

He was very pleased with our roads and remarked that compared to the roads of Australia we had nothing to grumble about. He also is of the opinion that double decker buses would do no harm to our road surface, and in reply to the question of safety said that if the Metropolitan Bus Service of London and Glasgow were permitted to run these type of buses, he was confident that they would meet with favour at any other city. "There are corners as bad as Hong Kong's in London, and they do not cause any anxiety to the public whatever."

His only suggestion as to an alternative for sand on the roads was concrete. The sand would have little or no effect on such roads which in many cases are three feet thick. However, he agreed that although the ideal type of thoroughway it was a more than many a city could afford.

BERTHS IN BRITISH MOTOR COACHES.

LONDON, July 22nd.
To the buffets and lavatories which have long been provided in long-distance motor coaches are now added sleeping accommodation.

The new buses plying between Newcastle and London at night henceforth will be fitted with sleeping berths, arranged in tiers, six on each side. The fares are below third-class rail rates.

SOME FATHER!

A lady reader vouches for the following yarn. Touring not long ago in Norfolk, she met a solo motor-cycle driven by a girl. On the pillion was a man, carrying a baby. That combination is scarcely common, but what nearly sent my informant straight into the hedge with excitement and indignation was the fact that papa was holding his wicked offspring upside down. She asks me to comment on the outrage—but to do so effectively would be to quill these fair pages! —"CARBON," in *Motor Cycling*.

BRITISH CARS IN AMERICA.

AMERICAN MOTORISTS WHO APPRECIATE BRITISH QUALITY.

The United States is the most difficult market in the world for the British car manufacturer. The large selection of home produced cars from which the American motorist can choose, and the extremely high duties which have to be paid on all imported cars, has prevented British makers from developing business of any magnitude.

Each year a limited number of British cars are bought by American motorists who appreciate British quality and are prepared to pay the heavy import duty to gratify their desires. As an instance, when Major Segrave on the 1,000 h.p. Sunbeam achieved the first speed record ever attained over 200 m.p.h., he had with him a standard 3-litre Sunbeam sports model. He was literally bee-lined with would-be buyers for this car, and it was eventually sold to Mr. Car Wood, the American speed motor boat builder. Had there been a stock of Sunbeams available in America when the speed (Continued on next column).

FEWER STABLES—AND FEWER FLIES.

Where have the flies gone this summer?

This question is being asked by many Londoners, who have noticed the absence of the usual pest, in spite of the heat wave. Major Austen, entomology expert at the South Kensington Natural History Museum, said to a *Daily Mail* reporter:

The house fly has undoubtedly decreased in certain parts of London owing to the replacement of horse traffic by motor-cars. The chief breeding grounds are the stables and rubbish dumps, but nearly all the mows are now occupied by garages.

A little time ago a place which had been free from flies suddenly had a plague of them. It was then discovered that a grocer had started to keep a pony and the flies had bred in the stable.

record was made they would undoubtedly all have been sold within a very few hours.

Other Sunbeam cars have been purchased from time to time by American motorists, and a Florida owner of a 20 h.p. six-cylinder Sunbeam recently wrote expressing his complete satisfaction with this British-built car, and also intimating that he proposed ordering another Sunbeam—a 3-litre model—at an early date.

MOTOR CARS AND RADIO SETS IN SWEDEN.

BIG MARKETS.

Official reports on the number of motor-cars and radio sets in Sweden, just published, show a strikingly rapid increase.

In 1918 the number of motor vehicles in Sweden was 8,000 but since then the number has increased by an average of slightly over 15,000 a year, and during the period 1924-27 by 18,000 a year, while in 1927 the increase was 24,501, the last figure including, however, also lightweight motor bicycles. By January 1st, 1928, the total number of motor vehicles in Sweden was 145,363, 116,135 of which were automobiles and 33,528 motor bicycles. The number of drivers' licences issued has increased from 7,000 in 1918 to about 275,000 by the end of 1927.

A similar rapid rise is shown by the number of licences for radio sets. The latest figure for the whole country was 363,963 and the last monthly increase was 3,904 licences. It is stated that Sweden now probably has the highest percentage number of radio sets in the world in comparison with its number of inhabitants. Stockholm has the highest number or 53,293, but practically the city of Motala where Sweden's newest high-power broadcasting station is located, leads with 138 licences per 1,000 inhabitants.



Read this Record of
Proved Performances.

Austin 7, produced in 1922, is owned to-day by over 70,000 enthusiastic Motorists.

It has won more Races, Reliability Trials, Hill Climbing Competitions, and established more International Speed Records than any other car of comparable engine capacity and price.

Buy an Austin 7
and be assured that you have

- 1.—A Proved Trustworthy Car of British make
- 2.—A car that has behind it a record of wonderful achievement
- 3.—A speedy and comfortable car that has no equal at its price
- 4.—An economical car—total running expenses in England less than one penny per mile!

Ask the local dealers for particulars and illustrated booklets giving interesting details of the Austin 7 and other models.

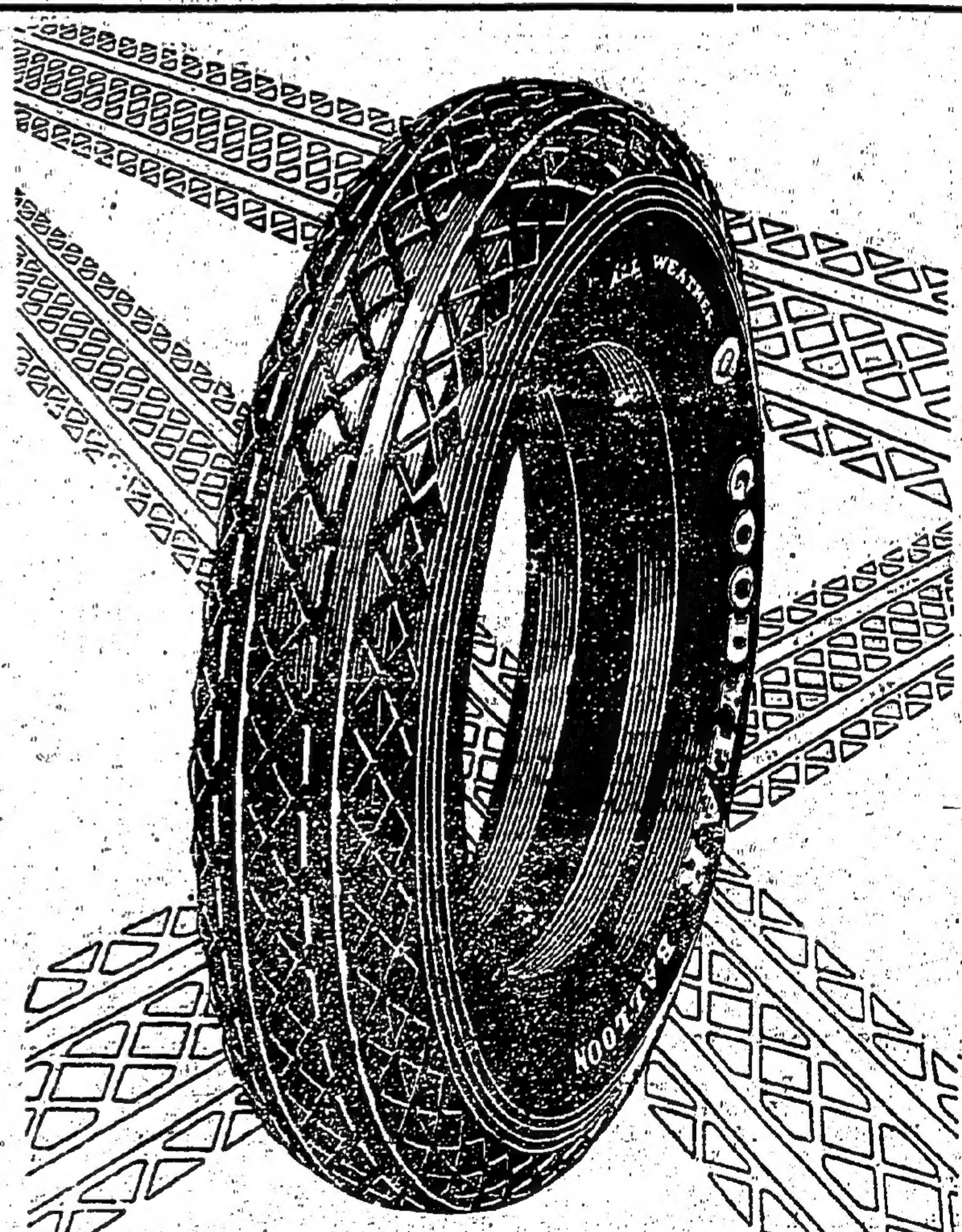
WATCH
for announcement
of great interest to
ALL
Motorists.

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building

TEL. C. 27.

[A.B. 14]



Go where you will—even to the far corners of the earth—you are in easy access of a select dealer pledged to help you get from Goodyear Tyres all the value built into them at the factory.

Next Time Buy Goodyear.

GOODYEAR

THE GREATEST NAME IN RUBBER.

DISTRIBUTORS:

ALEX. ROSS & Co. (China), Ltd.

PRINCE'S BUILDING, HONG KONG.

STUDEBAKER COMMERCIAL CARS

HONG KONG DELIVERED PRICES.

ERSKINE SIX TRUCK.

R.A.C. Horse-Power Rating 18.15.
Brake Horse-Power 45 at 3,000 Revolutions.
Piston Displacement 160.73 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

1-TON.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Delivery Chassis	1,640 lbs.	G\$ 650	G\$ 90	G\$ 140	G\$ 880
Screen Delivery Truck	2,437 lbs.	785	90	285	1,170
Panel Delivery Truck	2,400 lbs.	820	90	290	1,200

Price Includes: Bulb Horn, Bumpers, Snubbers, Spare Rim—Tire and Tube 30 x 6, Cowl and Instrument Panel.

DIRECTOR SIX TRUCK.

R.A.C. Horse-Power Rating 27.35.
Brake Horse-Power 70 at 2,800 Revolutions.
Piston Displacement 231.3 Cubic Inch. Wheel-Base 113 Inches.
Speed 50 M.P.H.

1-TON.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Delivery Chassis	2,375 lbs.	G\$ 925	G\$ 95	G\$ 150	G\$1,000
Screen Delivery Truck	3,380 lbs.	1,105	95	405	1,755
Panel Delivery Truck	3,390 lbs.	1,195	95	470	1,760
Estale Car and Bus	2,400 lbs.	1,485	95	470	2,000

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

ARLINGTON SIX TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 70 at 2,800 Revolutions.
Piston Displacement 231.3 Cubic Inch. Wheel-Base 116 Inches.
Speed 45 M.P.H.

11-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Express Chassis	2,551 lbs.	G\$1,295	G\$100	G\$ 185	G\$1,580
Arlington Funeral Car	2,385 lbs.	2,385	100	515	3,000
Bellows Ambulance	4,040 lbs.	2,560	100	520	3,180

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

BIG SIX SPEED TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 158 Inches.
Speed 60 M.P.H.

2-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Express Chassis	3,115 lbs.	G\$ 785	G\$115	G\$ 240	G\$2,140
De Luxe Funeral Car	4,860 lbs.	2,985	115	760	3,860
De Luxe Ambulance	4,606 lbs.	3,185	115	760	4,060

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Five Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

BIG SIX MODEL "75" JUNIOR TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 158 Inches.
Speed 55 M.P.H.

2½-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Chassis	4,400 lbs.	G\$2,410	G\$100	G\$ 240	G\$2,770
Police Patrol	4,708 lbs.	4,410	190	760	5,290
Sedan Bus (15-pass.)	7,130 lbs.	4,590	120	870	5,510

Price Includes: Bulb Horn, Hydraulic Absorbers, Bumpers, Five Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

BIG SIX MODEL "75" SPECIAL TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 158 Inches.
Speed 50 M.P.H.

3-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Chassis	4,600 lbs.	G\$2,715	G\$120	G\$ 255	G\$3,150
Sedan Bus (19-pass.)	7,420 lbs.	5,225	120	865	6,240
Parlor Car (20-pass.)	7,250 lbs.	6,395	120	1,025	7,540
Observation Car (22-pass.)	7,350 lbs.	6,395	120	1,025	7,540

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 32 x 6.75, Cowl and Instrument Panel.

BIG SIX MODEL "75" HEAVY DUTY TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 184 Inches.
Speed 45 M.P.H.

3½-TONS.	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Hong Kong Price
Chassis	5,290 lbs.	G\$3,275	G\$120	G\$ 255	G\$3,690
Street Car (22-pass.)	8,550 lbs.	5,895	120	1,025	7,040

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

THE HONG KONG HOTEL GARAGE.

25 Queen's Road Central Tel. Central 4750.

A SHAKESPEARE JOKE.

DUNLOP STAGE "THE ELEVEN AGES OF TYRES."

Shakespeare's "seven ages of man" is amusingly brought up to date in a window of the Dunlop depot at Birmingham in England, where eleven different vehicles, each fitted with pneumatic tyres, are ranged in order from the cradle to the grave.

They begin with the perambulator for the age of six weeks; next comes the baby's tricycle (at three years old), followed by the fairy cycle (at six); the "push bike" (at fifteen); the motor cycle (at eighteen); a 7 h.p. motor car (at twenty); an aeroplane (at twenty-five); a 12 h.p. motor car (at thirty); a 30 h.p. motor car (at fifty); a bath chair (at ninety); and, last of all, a motor hearse for the centenarian.

MOTURING NOTES

(CONTD.)

MOTOR BUSINESS IN JAPAN.

PROMISES STEADY GROWTH.

The special English supplement of the Tokyo *Mainichi Shimbun* entitled "Industrial Japan Today," gives the following review of the motor industry in Japan to-day dealing both with the trade in foreign cars and the home products.

The motor-car manufacturing industry in Japan is one of the new enterprises which was started during the unprecedented financial and commercial boom that resulted from the European War. As an industry, the motor-car production is still in a primitive stage, and from the commercial point of view, it is far from profitable. Nevertheless, it has a bright future as an extensive synthetic manufacturing industry.

Humble Beginnings.

Until about 15 years ago, motor-cars were owned by a very limited circle of people in Japan. They were provided by machine dealers only as one of their small side jobs; the manufacturing of motor-cars in this country at that time was not even dreamed of.

Repairs were made in those days in a primitive manner by unskilled mechanics. There was only one shop in Tsukiji, Tokyo, which engaged in an experimental manufacture of motor-cars in spare moments of its main job, i.e., repairing, but the enterprise was failed from a commercial point of view. This shop was managed by Dr. Kishi, and in later years, the shop became the Tokyo Automobile Manufacturing Works.

Demand For Motors After War Period.

The outbreak of the European war, which stimulated unprecedented activity in financial, commercial, and industrial undertakings, eventually became the means by which many wealthy people were enabled to purchase motor-cars one after the other in rapid succession.

The increased demand for motor-cars resulted in the appearance of importers specializing in automobiles, and at the same time, body-manufacturing became a profit-making enterprise. A number of engineering works planned the production of parts of motor-cars.

54,000 Motors in Japan in 1927.

At the close of 1927 there were approximately 54,000 motor vehicles in Japan, principally of American manufacture. Although the year witnessed the partial elimination of the Ford plant in Yokohama as a leading factor in production, due to the change in models, it was one of the best recorded. Sales were distributed over the utility range, with commercial vehicles in the lead, as usual, and several important developments took place which promise continued progress.

The One-Yen Taxi.

In the first place, the growth of the one-yen taxi business brought a strong demand for cheap passenger cars, notably Fords, Chevrolets and Whippets among the Americans, Citroens among the French and Morris cars among the British. These companies rent the cabs to drivers, in many cases agreeing to take care of all repairs and maintenance as well as the oil used, the driver paying only for the gasoline consumed. The cabs have fixed rates, transporting passengers anywhere inside the city limits for ¥1, with certain specified charges for each mile travelled outside the city, time consumed in waiting and in some cases extra passengers. Reports of companies engaged in this business have been exceptionally favourable. Osaka figures indicate daily takings of about ¥25 a car. Drivers' rentals vary.

So great has been the success of the one-yen cab system that the metered taxicabs have all but disappeared from Japan. Moreover, there has been a considerable change in the type of car used. Cheap cars are principally in evidence, although some second hand machines, the cast offs of the older companies, are to be found.

Another notable development has been in the field of bus lines. These have sprung up in the last year or so with almost as much rapidity as the one-yen cabs. Almost anywhere in Japan the bus line is found to be operating to increasing patronage. This movement, in fact, corresponds to the bus development in the United States immediately after the World War.

Sales in 1927.

Automobile sales in Japan during 1927 have been estimated as follows:—
Light passenger cars 8,700
Medium passenger cars 1,300
Heavy passenger cars 400
Light truck and buses 6,000
Medium and heavy truck and buses 600
Total 17,000
(Continued on next column.)

STREET ACCIDENTS.

TOLL OF MOTOR VEHICLES.

The Home Secretary, in a written reply to a question by Mr. Buxton, gave the following particulars with regard to the number of fatal street accidents caused by mechanically propelled vehicles (excluding tramcars) in England and Wales and in Great Britain, showing (a) fatal accidents during the years 1900 to 1917, and (b) persons killed in the years 1926 and 1927, for which years alone these figures are available:—

Fatal Accidents.	England and Wales.	Great Britain.
Year.		
1900	1,334	373
1910	453	539
1911	658	797
1912	826	918
1913	1,062	1,184
1914	1,206	1,329
1915	1,654	1,810
1916	1,499	1,681
1917	1,381	1,406
1918	1,144	1,080
1919	1,568	1,746
1920	1,812	2,010
1921	1,823	2,061
1922	1,958	2,222
1923	2,205	2,435
1924	2,750	3,019
1925	3,032	3,401
1926	3,692	4,155
1927	3,847	3,380

Persons Killed.	England and Wales.	Great Britain.
Year.		
1926	3,793	4,234
1927	4,062	4,606

SAFETY FIRST FOR MOTORISTS.

LORD DEWAR ON SURVIVAL BY LEAPS AND BOUNDS.

Lieut.-Col. Wilfrid Ashley, Minister of Transport, at a luncheon in connection with the Road Fellowship League—the newly-founded road-users' section of the National "Safety First" Association—laid down three essentials for the lessening of danger to life on the roads.

What is wanted for the increase of safety on our roads, he remarked, is road sense, road manners, and road fellowship. Road sense is the knowledge of the right thing to do when driving, cycling, or walking on a road. Road manners means the putting of that knowledge into action. Road fellowship is the combination of road sense and road manners.

Lord Dewar delivered the following epigrams on the subject of "Safety First":

"Every day is a leap year day when crossing a one-way street. Scientists tell us slow thinkers live longest. But not when they are crossing a one-way street. Then it is a case of the survival of the quickest."

"Motor-cars are increasing by leaps and bounds. Pedestrians are surviving by the same process."

"The motor-car has taught the people of this country how to live beyond their means."

"An optimist is a horse-fly sitting on a spare tyre."

Following is an automobile census of Japan, based on complete figures for the first 11 months of 1927 and estimates of the imports and production of December. Figures are calculated for December 21st of each year:—

Passenger Cars.	Trucks.	Buses.	Total.
1924	17,793	4,403	22,196
1925	21,245	5,833	27,078
1926	27,989	12,115	40,104
1927	35,318	18,711	54,029

† (Not reported.)

Japanese Makes.

Included among the motor-cars produced by the domestic manufacturers at present are:—
Automobile, Hakuyosha, Seisakujo (The Hakuyosha Engineering Works), 1000, Sugamo-machi, suburbs of Tokyo.

D.A.T., Goshi Kaisha Dat Shokai (The Dat Partnership, Ltd.), 3922, Nagasaki-mura, suburbs of Tokyo.

Mitsubishi, Mitsubishi Nai-nenki Kabushiki Kaisha (The Mitsubishi Internal Combustion Engine Co., Ltd.), Yurakcho, Marunouchi, Kojimachi-ku, Tokyo.

Simpler, Goshi Kaisha Orient Jidosha Seisakujo (The Orient Automobiles Manufacturing Works Partnership, Ltd.), 55, Ikejima-cho, Minato-ku, Osaka.

T. G. E., Tokyo Gasei Denki Kogyo Kabushiki Kaisha (The Tokyo Gas Electric Engineering Works, Ltd.), Onori-machi, Tokyo.

Wakayama, Wakayama Kaisha Ishikawa-jima Zosyo-jo (The Ishikawa-jima Shipbuilding Yard Co., Ltd.), 5, Sancho-mae, Shin-Tsukudajima, Tokyo.

CAR MARKS RUNNING OUT.

SERIOUS PROPOSITION FOR BRITISH REGISTRATION AUTHORITY.

A glance at the latest list of index marks reveals the fact that, before long, the registration authorities will be faced with a dilemma, remarks *The Motor*. The combinations of index letters are running out, and the Ministry of Transport is giving serious consideration to the problem. In many cases, Y has been reached for the second identification letter.

A considerable number of old identification marks have lapsed through cars being scrapped or licences not being renewed, and one way out of the difficulty would be to re-issue these. It is said that special legislation would be required to permit this to be done, but, even so, serious complications would arise if, for instance, the proposed reduction in the licence fee for old cars released a considerable number of used cars at present held up.

The second alternative is to continue the existing markings with different combinations of letters and figures. When examining the full list of allocated letters this suggestion does not appear likely to work out so easily, for it seems that however the combinations are varied clashing of letters must occur. Short of cancelling all existing numbers and letters and scrapping all number plates in use and issuing new ones when the time comes for a change, it seems inevitable that there will be duplications.

Cancelling existing numbers at any time is quite an impracticable idea, and it appears advisable, therefore, to establish some change that will mark a definite distinction from the existing system. *The Motor* puts forward the suggestion tentatively that this might be done by placing the figures of a new series first and the index letter or letters after them. Thus London would begin again with 1A and the combinations could be the same as now. A four-figure registration plate for London would read 3389A, or a later one 2212X. There would, no doubt, be duplications, but they would be such with a distinction.

FORTY YEARS OLD.

STORY OF PNEUMATIC TYRE'S BIRTH.

It is exactly forty years ago since John Boyd Dunlop applied for the patent for the first pneumatic tyre. He had just retired from his veterinary practice in Belfast, the largest one in Ireland, where twelve horse-shoers worked for him.

While a boy at school in the village of Dregthorn, Ayrshire, his native place, Dunlop had observed that a large wooden roller was easier to pull than a smaller one because, as it had a larger area of surface bearing on the ground, the pressure on each unit of area was less.

For years he thought on the idea of wheels with flexible rims, that would flatten out and so increase the area of contact with the road. It was a complaint from his small son Johnny, then nine years of age, which actually materialised in the first rubber tyre to be filled with air. Johnny had grumbled about the difficulty of riding on thin solid tyres over the uneven stone steps of Belfast's streets.

His father thereupon made two air tubes from sheet rubber one thirty-second of an inch thick; fixed them to a wooden disc with a thin strip of linen and blew them up with a football pump. The tyres were then fitted to a tricycle made by Dunlop from American elm to his own design with specially shaped rims. The whole was completed one night at ten o'clock and so eager were both father and son to test the new device that the boy went out for a run in the moonlight and returned triumphant at midnight.

When a racing cyclist who was shown the novelty expressed his doubts about it the inventor challenged him to a race on his thin solid tyres against the nine-year-old boy on the home-made tricycle equipped with pneumatics. It was the first of the unending tale of races to be won on Dunlop. Although John Boyd Dunlop revolutionised cycling and made motor-cars possible he himself could not at that time ride a bicycle; indeed there is no record that he ever rode one all his life.

JURY SYSTEM IN JAPAN.

TO BE TRIED IN OCTOBER.

ON LIMITED SCALE.

TOKYO, August 1st.

The jury system is to come into effect in Japan on October 1st this year, the Government having postponed the date originally decided on by over a twelvemonth, on the ground that, being quite a new experiment, it was wise to move with caution. Opinion is divided as to whether the trial by "twelve good men and true" is suitable to this country. Those opposing it point first to the failures in the working of the system in other lands far more democratically advanced and shake their heads with doubt. The Government is well aware of the drawbacks and has strictly limited the powers of the jury men, who will not be permitted to ask questions, investigate or examine. The almost supreme position of the judge has not been weakened, for the jury will be asked for its opinion only after the judge has made the final summing up; in other words, as things go in Japan, the judge's summing up being practically the apportioning of guilt or otherwise, the jury will, for the most part, be expected to decide as the Bench decrees. The judge is empowered to dismiss the jury if he thinks their decision incorrect, to empanel a new jury and to keep on dismissing the juries until he is satisfied with the verdict pronounced.

It is plain that the system is largely in the nature of an experiment and the judicial authorities have declared that, if this innovation does not work satisfactorily, it will be abolished. For the present, only criminal cases will be tried by jury and this not unless the accused desires it. Cases that involve the Imperial Family or high personages connected with the blood royal and crimes having a bearing on the defence of the realm are beyond the scope of those that may be tried by jury. If, after the lengthy and secret preliminary investigation by the procurators, which is a feature of trials here, the accused chooses to admit his guilt, the case will not be tried by a jury. There are thus a large number of differences between the form of jury trial that Japan is about to adopt and the system prevailing in the British Empire or America, and the cases that will go before a jury here will be such where difficult points of law will not be involved and the issues will be more or less clear cut and simple.

Special Hotels For Jurors.

In the region of the Tokyo District Court, just behind Hibiya Park, there is being erected a hotel that will be set apart exclusively for the use of jurors. During the period of trial, the jurors will be kept here in complete isolation, but the hotel will afford them every reasonable comfort and convenience. It is to cost ¥70,000 and, according to the authorities, will be the equal of the best hotels in the country.

The Tokyo District Court also is being remodelled and one of the devices being installed is a contrivance whereby the accused will be electrically propelled from beneath the basement of the Court to the dock, the artifice working on the lift principle. This expedient has been put in so that the defendants may not be subjected to the strain of the scrutiny they have to undergo when entering the court and being conducted through the long aisles, something that, according to defendants who have been acquitted, is a form of punishment and torture second only to being committed to prison.—*North China Daily News*.

FIRE MUSEUM.

HOPE TO OPEN IT IN LONDON IN 3 YEARS.

London is to have a museum which will tell the story of the birth and growth of fire insurance and fire fighting and trace the inception and development of the London Fire Brigade.

Negotiations are well in hand for the purchase of a site in the City, and it is anticipated that it will be ready for opening in about three years' time.

The idea of a museum originated with Mr. Bertram Williams, of the Licences and General Insurance Company, who for years has had a hobby of collecting relics, such as fire marks, old policies, firemen's badges and uniforms, and to these will be added the antique fire engines, uniforms, badges, policies, and prints at present in the possession of the various insurance companies.

Mr. Williams said to a *Daily Mail* reporter: "I have collected 450 different marks up to now. For years I have tramped London and its neighbourhood where there are old houses, looking for these fire marks. I have found many of them. When I have found any I have called upon the occupants and offered to buy them. On one occasion I was handed over to the police for trying to rob the landlord of a part of his property. Some of the marks in my collection are very fine, and although I have paid only a few shillings for each of them, they are worth pounds. In order to obtain old policies I have advertised for years, and almost every day I get replies of varying interest. It is a most fascinating pastime."

THE "DISCIPLINE" OF MARRIAGE.

EFFECT ON PROFESSIONAL CAREERS.

FAMOUS LAWYERS' VIEWS.

MR. JUSTICE EVE ON A "HORRIBLE SURRENDER."

Judges of the High Court, eminent K.C.'s, and a well-known novelist, attended Gray's Inn Hall on July 20th to listen to a discussion on the effect of marriage on a professional career.

"That marriage is an essential discipline for a successful professional career," was the topic selected for the annual Ladies' Night discussion of the Inn's Debating Society.

Lord Mervill, President of the Divorce Division, who only a few hours before had finished his summing-up in the Bonn divorce case, and Lord Justice Greer, attended.

"It is essential to be married in order to make progress at the Bar," declared Mr. de Paro, K.C., an ex-president of the Oxford Union, who opened the discussion for the "Ayes."

Arguing for the "Noes," Mr. Justice Eve said that the negotiations for marriage were a farce. The bargain was one-sided, and clearly it could not be upheld in a court of equity.

Man's Triumph.

"You in the exultant fulness of what you thought was your triumph, but which you now see was a horrible surrender, and bubbling over with an asinine admiration for your divine Sophie, reiterate again and again that you will settle every penny you have or will earn on her, and at the end of the interview, at 'Pa's' kind suggestion, you ask him to be good enough to instruct the family solicitors—that eminent firm of Rushin, Grabbit and Hold-fast—to prepare a settlement on those lines."

"A little later you find that you have deprived yourself of every penny of your money, either present or future, and all that is left out of the settlement is the suit in which you stand, one suit in which you can sit down, and your pyjamas."

"This is a delightful condition for a man who is about to make his way in a difficult profession at a time when his earnings are barely sufficient to pay 'bus fares.'"

"It will be found that there are many other essentials to success

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & TIENTSIN	"SINKIANG" On 15th Aug.	5 a.m.
BANGKOK	"KINGYUAN" On 15th Aug.	10 a.m.
SHANGHAI	"HUPH" On 16th Aug.	5 a.m.
AMOI, SHANGHAI & TIENTSIN	"TEAN" On 16th Aug.	10 a.m.
SWATOW & SHANGHAI	"CHENAN" On 16th Aug.	2 p.m.
AMOI & SHANGHAI	"CHINUA" On 17th Aug.	5 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN" On 19th Aug.	Noon
SWATOW & BANGKOK	"KWANGCHOW" On 19th Aug.	2 p.m.
SHANGHAI, NEWCHWAN & DALNY	"YINGCHOW" On 20th Aug.	5 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING" On 22nd Aug.	5 a.m.
SHANGHAI	"YUNNAN" On 23rd Aug.	5 a.m.
SWATOW & SHANGHAI	"LINAN" On 23rd Aug.	2 p.m.
SWATOW & SHANGHAI	"ANHUI" On 23rd Aug.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG" On 28th Aug.	Noon
SWATOW & BANGKOK	"KIANGSU" On 28th Aug.	2 p.m.
SHANGHAI, NEWCHWAN & DALNY	"LIANGCHOW" On 27th Aug.	6 p.m.
WHAIRWAI, CHIAPOO & TIENTSIN	"HUICHOW" On 28th Aug.	4 p.m.
WHAIRWAI, CHIAPOO & TIENTSIN	"KUEICHOW" On 28th Aug.	4 p.m.

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
860 SINGLE and 890 RETURN.
 For Freight and Passage apply to— **BUTTERFIELD & SWIRE.**
 TELEPHONE: CENTRAL 38.
 CARGO AND PASSENGER CAN BE FREIGHTED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTIE" & "TAIPING"
 THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STAGES	Days From Hong Kong or Sydney	SALEON SERVICE OF OR ABOUT
ORANGE	In Port	18th August
TAIPING	14th September	14th September
ORANGE	9th October	18th October
TAIPING	6th November	13th November

For Freight and Passage Apply to— **BUTTERFIELD & SWIRE.**
 TELEPHONE: CENTRAL 38.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
 (OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
 AND
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "LYCAON"	... Via Suez Canal	34th August
S.S. "PREMIUS"	... Via Suez Canal	21st September
S.S. "CITY OF LINCOLN"	... Via Suez Canal	8th October

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.)
 Subject to Change without Notice.
 For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

S.S. "ROYAL PRINCE" ... 23rd August
 M.V. "JAVANESE PRINCE" ... 18th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
 Telegrams: Furnprace. King's Building.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
CHENONCEAUX ... 23rd Aug.	ATHOS II ... 28th Aug.
PORTHOS ... 11th Sept.	DARTAGNAN ... 11th Sept.
ATHOS II ... 25th Sept.	SPHINX ... 25th Sept.
DARTAGNAN ... 25th Oct.	G. METZINGER ... 25th Oct.
SPHINX ... 23rd Oct.	PAUL LECAT ... 23rd Oct.
G. METZINGER ... 8th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 20th Nov.	CHENONCEAUX ... 21st Nov.
ANDRE LEBON ... 4th Dec.	PORTHOS ... 5th Dec.
CHENONCEAUX ... 18th Dec.	ATHOS II ... 19th Dec.

We can issue Through Tickets to Egypt, Suez, Port-Said, East Africa, Madagascar by Transshipment at our Mail Steamers at Port-Said, or Djibouti.
COMMERCIAL LINE
 For DUNKIRK via Port-Said, Oram, Casablanca, Hamburg, Rotterdam, (Antwerp)
"LE ST. LOUBERT-RIE" ... 27th August.
 For Full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES
 Telephone: C. 551 and 740. 8, QUEEN'S BUILDING.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

August 14th.

Bornia, British str., 2,651 tons.
 Capt. H. W. Clouston, from
 Tarakan and Sebatik, with
 5,250 tons of fuel oil, lying at
 Kowloon Bay.—A.P.C.

August 15th.

Borneo, British str., 1,207 tons.
 Capt. J. H. van den Berg, from
 Haiphong and Hoibow, with
 2,334 tons of coal for Swatow,
 lying at buoy No. C38.—Shun
 Tai S.S. Co.

President Pierce, American str.,
 8,393 tons, Capt. Henry Nelson,
 from San Francisco, which port
 she left on July 20th, with a
 general cargo, lying at Kowloon
 Wharf, Dollar S.S. Line.

Pronto, Norwegian str., 1,233 tons.
 Capt. A. Anderson, from Saigon,
 which port she left on
 August 9th, with a general
 cargo, lying at buoy No. C18.—
 Fan Yuen Hong.

Tian, British str., 1,331 tons, Capt.
 E. H. Histed, from Hoibow,
 with a general cargo, lying at
 buoy No. C38.—B. & S.

Vulcanus, Dutch str., 707 tons,
 Capt. E. de Munick, from
 Swatow, lying at North Point.
 —A.P.C.

August 14th.

Andre Lebon, French str., 7,375
 tons, Capt. D. Jean, from Yokohama,
 which port she left on
 August 5th, with a general
 cargo, lying at Kowloon Wharf.
 —Messageries Maritimes.

Chenan, British str., 1,335 tons,
 Capt. J. D. Fraser, from Shanghai
 and Swatow, with a general
 cargo, lying at buoy No. B12.—
 B. & S.

Ginsen Maru, Japanese str., 2,500
 tons, Capt. B. Aoki, from Moji,
 which port she left on August
 8th, with 1,033 tons of cement,
 lying at Yumati.—Y.K.K.

Portus, French str., 7,338 tons,
 Capt. Monod, from Marseilles
 and Saigon. The latter port
 she left on August 11th, with a
 general cargo, lying at buoy
 No. A4.—Messageries Maritimes.

Song Bo, French str., 730 tons,
 Capt. J. Bounamour, from Fort
 Bayard, with a general cargo,
 lying at buoy No. C38.—M.M.

Tenyo Maru, Japanese str., 14,307
 tons, Capt. Y. Arakida, from
 San Francisco and Shanghai.
 The latter port she left on
 August 11th, with 1,444 tons of
 general cargo, lying at Kowloon
 Wharf.—N.Y.K.

CLEARANCES.

August 14th.

Andre Lebon, for Saigon.
 Borneo, for Swatow.
 Bornia, for Tarakan.
 Chenan, for Canton.
 Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

Chuanhing, for Kwong Chan Wan.
 Golden Hind, for San Francisco.
 Hai Ning, for Swatow.
 Ginsen Maru, for Batu Pahat.
 Hain Foo Sing, for Saigon.
 Kaithe, for Newchwan.
 Kingyuan, for Bangkok.
 Koyo Maru, for Hongkong.
 Kwong Sang, for Swatow.
 President Pierce, for Manila.
 Portus, for Shanghai.
 Shiu King, for Macao.
 Tak Hing, for Amoy.
 Tak Hing, for Amoy.
 Telemachus, for Saigon.
 Tjikini, for Batavia.
 Vulcanus, for Canton.

PASSENGERS.

Arrivals.

The following passengers arrived
 on August 14th by the s.s. *President*
Pierce from America and Shang-
 hai—For Hong Kong: Bishop W.
 Bering, Miss Virginia Bick, Mr.
 and Mrs. Henrik Bisbjerg, Master
 James Bisbjerg, Mr. A. Brostedt,
 Miss Chan So, Mr. A. Chan, Miss
 Edith Chenalloy, Mr. Chow, Miss
 Zuh, Mr. Y. Chwang, Miss Ruth
 J. Craft, Mr. Walter Egge, Mr.
 Albert Hashim, Mr. L. F. Ho, Mr.
 Jack Ho, Rev. Dr. C. Janstun, Mr.
 Jeong Yia, Master Jeong Mon
 Quong, Dr. L. O. Johnson, Mr. and
 Mrs. Koh Dai Yong, Miss Koh Rev.
 Dr. B. Greutz, Mr. Lau Seck, Mr.
 Lee Way Sun, Mrs. J. B. Lee, Mr.
 J. H. Lee, Mr. Lu Tsoi Fee, Mrs.
 C. E. McMurtry, Capt. and Mrs.
 H. H. Michael, U.S.N., Master
 Peter Michael, Rev. Dr. R. Molitor,
 Mr. E. Steiner, Q. Molina, Mr. B.
 Ouyang, Mrs. A. Ouyang, Miss B.
 Ouyang, Dr. S. W. Poon, Rev. Dr.
 A. Sonnenschein, Mr. P. W. Tsou,
 Mr. J. Y. Tang, Mr. P. H. Wong,
 Mr. W. O. Koun Tsung, Mr. C. C.
 Yang, Mr. and Mrs. S. C. Yang,
 For Manila: Mr. J. H. Bagley,
 Mr. Guillermo Cabrera, Mrs. Veora
 Casady, Mr. J. C. Canave, Mr.
 Henry E. Crampton, Mr. Henry E.
 Crampton, Jr., Mr. H. V. Field,
 Mr. J. A. Foley, Mr. Richard B.
 Goetze, Mr. A. De F. Gibbs, Miss
 Ellen A. Jarvis, Mrs. Ruth Kuster,
 Rev. Bro. Anthony Kilbourn, Mr.
 C. E. Livingston, Miss Jane
 Lauderback, Mr. A. G. Laurel,
 Mrs. Scott Linimer, Miss Mary
 Lintner, Lieut. F. R. McDonald,
 Mr. S. N. P. O. Molina, Mr. B.
 D. McGetigan, Mr. J. V. Osmen,
 Mr. Edilberto S. Osmen, Mr.
 Nicasio Osmen, Hon. and Mrs.
 Manuel L. Quezon, Miss Maria
 Quizon, Miss Zenaida Quizon,
 Master Manuel Quizon, Jr., Mr.
 Juan Ruiz, Mr. R. J. Salmon, Mr.
 and Mrs. J. E. H. Stevenot, Master
 Desiree Joel Stevenot, Miss Janie
 E. Tillett, Mr. and Mrs. T. M.
 Wright, Miss Eleanor M. Wright,
 Mr. T. Yamasaki.

The following passengers arrived
 here on August 14th by the s.s. *Andre*
Lebon from Shanghai and
 Japan:—Mr. Briggs, Mr. Geleir,
 Mr. J. N. Geldart, Mr. Z. T.
 Tehang, Mr. Demoure, Mr. K. H.
 Au, Mr. A. Poncet, Mr. A. Hefti,
 Mr. A. N. Steyne, Mr. M. Briggs,
 Mr. and Mrs. Dalgaard and two
 children, Mr. R. English, Mr. Jeho
 Wing, Mr. S. W. Wong, Mrs. T. L.
 Roche and five children, Mr. and
 Mrs. Y. K. Tsang, Mr. P. S. Lee,
 Mr. Lau, Mr. D. G. Chu, Mr. K.
 L. Liu, Mr. G. L. Dai, Miss N. Van
 Oost, Miss M. C. Dermont, Mrs.
 N. Arrington, Mrs. L. N. Geggoff,
 Mr. Chow, Mr. Tang, Mrs. T. T.
 Chang, Mr. and Mrs. Fong and
 child, Mr. Mundy, Mr. P. Yang,
 Mrs. K. Cheng, Miss Granaat, Mr.
 Mong Tshun Chin, Mr. Huynh
 Phong Bao, Mr. Tong Yun Nam,
 Mr. Yang Hong Lant, Mrs. Tresh,
 Miss M. Mason, Mrs. Nello, Mrs.
 Hess, Mr. Kiang Tsing, Rev. E.
 Lopez, Mr. L. Baudois, Mr. R.
 Chaune, Mrs. Argeny and two
 children.

The following passengers arrived
 here on August 14th by the s.s. *Tenyo*
Maru, from Shanghai:—
 Mr. F. P. Selva, Mr. and Mrs. F.
 O. Smith and five children, Dr.
 V. K. Magano, Sister Therese,
 Sister St. Philippe, Miss E. M.
 Martin, Mr. T. Hirakawa, Mr.
 Hirakawa, Mr. J. C. Sherwin, Mr.
 Matsunaga, Mr. B. Matsunaga,
 Mr. J. Tachikawa, Mr. S. Hachi-
 saka, Mrs. E. Hachisaka, Miss L.
 E. Goodrich, Mr. H. C. Puller,
 Mrs. M. Stehr, Mr. H. Stehr, and
 Mr. and Mrs. J. L. Kingman.

The following passengers arrived
 here on August 14th by the s.s. *Portus*
 from Marseilles and ports by the
 s.s. *Andre Lebon*—Mr. and Mrs.
 G. G. Ferry, Mr. M. Lebon, Mr.
 H. J. Leonard, Mr. W. Hamilton,
 Mr. J. Silva, Mr. and Mrs. Demmett,
 Mrs. A. G. Hashim, Mr. N.
 Gorayeb.

The following European passengers
 left Hong Kong on August
 14th for Marseilles and ports by the
 s.s. *Andre Lebon*—Mr. and Mrs.
 G. G. Ferry, Mr. M. Lebon, Mr.
 H. J. Leonard, Mr. W. Hamilton,
 Mr. J. Silva, Mr. and Mrs. Demmett,
 Mrs. A. G. Hashim, Mr. N.
 Gorayeb.

The following European passengers
 left Hong Kong on August
 14th by the s.s. *Portus* for Shang-
 hai and Japan—Mr. W. A.
 Dobeck, Mr. Bandler, and Rev.
 E. F. Collier.

The following European passengers
 left Hong Kong on August
 14th for Marseilles and ports by the
 s.s. *Andre Lebon*—Mr. and Mrs.
 G. G. Ferry, Mr. M. Lebon, Mr.
 H. J. Leonard, Mr. W. Hamilton,
 Mr. J. Silva, Mr. and Mrs. Demmett,
 Mrs. A. G. Hashim, Mr. N.
 Gorayeb.

The following European passengers
 left Hong Kong on August
 14th by the s.s. *Portus* for Shang-
 hai and Japan—Mr. W. A.
 Dobeck, Mr. Bandler, and Rev.
 E. F. Collier.

The following European passengers
 left Hong Kong on August
 14th for Marseilles and ports by the
 s.s. *Andre Lebon*—Mr. and Mrs.
 G. G. Ferry, Mr. M. Lebon, Mr.
 H. J. Leonard, Mr. W. Hamilton,
 Mr. J. Silva, Mr. and Mrs. Demmett,
 Mrs. A. G. Hashim, Mr. N.
 Gorayeb.

The following European passengers
 left Hong Kong on August
 14th by the s.s. *Portus* for Shang-
 hai and Japan—Mr. W. A.
 Dobeck, Mr. Bandler, and Rev.
 E. F. Collier.

The following European passengers
 left Hong Kong on August
 14th for Marseilles and ports by the
 s.s. *Andre Lebon*—Mr. and Mrs.
 G. G. Ferry, Mr. M. Lebon, Mr.
 H. J. Leonard, Mr. W. Hamilton,
 Mr. J. Silva, Mr. and Mrs. Demmett,
 Mrs. A. G. Hashim, Mr. N.
 Gorayeb.

The following European passengers
 left Hong Kong on August
 14th by the s.s. *Portus* for Shang-
 hai and Japan—Mr. W. A.
 Dobeck, Mr. Bandler, and Rev.
 E. F. Collier.

The following European passengers
 left Hong Kong on August
 14th for Marseilles and ports by the
 s.s. *Andre Lebon*—Mr. and Mrs.
 G. G. Ferry, Mr. M. Lebon, Mr.
 H. J. Leonard, Mr. W. Hamilton,
 Mr. J. Silva, Mr. and Mrs. Demmett,
 Mrs. A. G. Hashim, Mr. N.
 Gorayeb.

The following European passengers
 left Hong Kong on August
 14th by the s.s. *Portus* for Shang-
 hai and Japan—Mr. W. A.
 Dobeck, Mr. Bandler, and Rev.
 E. F. Collier.

The following European passengers
 left Hong Kong on August
 14th for Marseilles and ports by the
 s.s. *Andre Lebon*—Mr. and Mrs.
 G. G. Ferry, Mr. M. Lebon, Mr.
 H. J. Leonard, Mr. W. Hamilton,
 Mr. J. Silva, Mr. and Mrs. Demmett,
 Mrs. A. G. Hashim, Mr. N.
 Gorayeb.

The following European passengers
 left Hong Kong on August
 14th by the

